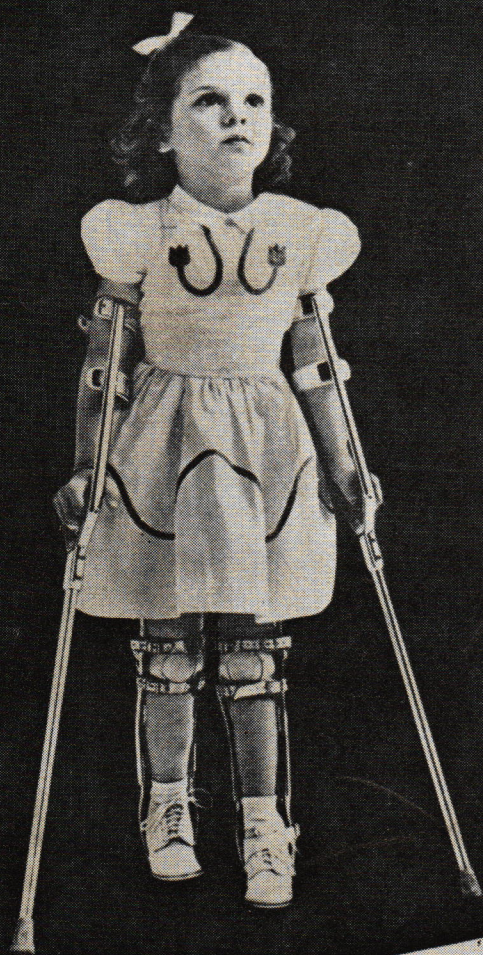


THE INTERNATIONAL Teamster

JANUARY 1955

FIGHT POLIO!



prevention

treatment



Join the **MARCH OF DIMES**



International Brotherhood

**OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN,
AND HELPERS OF AMERICA**

1955

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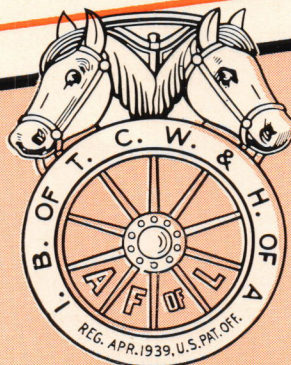
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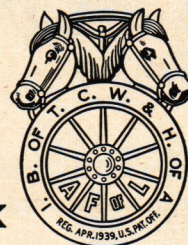
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of
Teamsters, Chauffeurs, Warehousemen and Helpers of
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JANUARY, 1955

No. 1

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Letter from General President **DAVE BECK**

AS we enter a new year in the life of our union, we are in a period of organizational inventory or stock-taking. It is well that we look back over the achievements of the year just passed and forward to the problems and potentials which lie before us. We are entering the third year of this present administration and we find just reason for satisfaction over the progress we have made. We expect progress which we have made on all fronts to continue into and through the present year.

Last year saw the major part of construction work on our new International Headquarters building in Washington, D. C., and our present plans indicate occupancy about March 1. This will be a significant step in the life of our organization, for it will mean more than merely changing physical headquarters from one building to another. In fact, the move to the new building will be of greater significance and importance to our future than was the transfer of the headquarters from Indianapolis, Ind., to Washington, D. C.

In our new building we will have additional space and greater facilities which will enable our organization to provide more service in the future than we have been able to undertake in the past. Our directing and coordinating personnel will have space and facilities with which to work and this will be translated into a stepped-up organizational program in 1955.

During the past year we saw a greatly increased volume of activity and substantial advancement in the central area as shown by the work of the Central States Conference of Teamsters. The pattern of administrative and executive direction took full shape and a period of satisfying accomplishment, often against substantial odds can be reported. The Central States group and the International are cooperating 100 per cent in organizing campaigns in every direction, financed jointly on a matching basis.

During the past year many labor unions faced serious barriers to organization and this was particularly true with the International Brotherhood of Teamsters. We saw a spate of congressional investigations and star chamber proceedings. We saw grand jury actions in many parts of the country. These affairs were all time-consuming, headline-grabbing affairs aimed at poisoning the wells of public opinion in every section of the United States. The results might be likened to the old proverb of the "mountain labored and brought forth a mouse."

In cases in which the accusers and the headline-happy publicity seekers had to observe the basic tenets of court procedure in which witnesses had to testify under oath and be subjected to perceptive cross-examination, the rumors and political assertions crashed and fell flat in their emptiness.

We saw cases in which one-man grand juries and other practices of political shysterism acted as a procedural boomerang and as a result an aroused public opinion is demanding that there be fair play to all. Consequently, action in Congress is promised which will mean fair play to all with the blind-fold taken off justice, to use a familiar figure of speech. We noted in the

past year how results of the spectacle in which demands were made that labor representatives be removed from their offices on mere accusations—accusations not verdicts based on fundamental justice—while Congress made no effort to remove its own members after they had been found guilty before a court of law and while appeals were pending in the higher courts. Such accusations and such antilabor tactics created a stench in the nostrils of all fairminded people who believe in equality for all, not just Members of Congress.

Last month the nation celebrated Bill of Rights Day on December 15 and this day should have been a reminder that fair play is fundamental and basic to the freedoms we enjoy. The wild accusations of 1954 on every front have solidified our people and have strengthened their resolve to insist on equal justice for all as defined in our Federal Constitution. The attempts to crucify our people were by no means new to the labor movement—discrediting efforts have been a part of the perpetual opposition to labor's advance—and the working people have come to their present position through struggle and through overcoming the handicaps of entrenched political power and capitalistic greed. Working people are prepared to continue the fight for advances against these and other forces which threaten our progress and we will carry on the fight as long as we are a trade union.

Last year Thomas E. Flynn was named director of the Eastern Conference of Teamsters and plans and programs for progress on a wide front in the 15 eastern states was undertaken. We are carrying out the financial matching program which has been developed in cooperation with our national trade divisions and our area conferences. These programs have had and are continuing to show highly satisfactory results in terms of organization and in terms of bettering wages, hours and conditions of our members.

For the first time in our union's history, we have signed a wage schedule in the highly important New York-New Jersey area equalizing the entire competitive metropolitan area in the motor transport field. We have just signed a two-year agreement achieving the same objective in Philadelphia and on up into New England.

One of the significant events of the year in the International Brotherhood of Teamsters was the important step taken in working out a coast-to-coast organizing program in Canada. This followed our first Canadian conference of representatives of all Canadian Teamster locals in August. We named organizers and have mapped a program across the Dominion in close cooperation with the contiguous area conferences: the Western Conference of Teamsters for the western provinces; the Central States Conference of Teamsters for the prairie and central provinces and the Eastern Conference of Teamsters for Canada's eastern provinces. We have provided organizing funds and close coordination and cooperation with our area conferences promise encouraging results.

Progress by the Teamsters has been the uniformly encouraging story across the nation. The East is well under way and the Central States group has its program functioning well. I hardly need to add that the story in the West is the same. The Western Conference of Teamsters is the pioneer in area operation and work in that section comprising the 11 Western States continues. The practice and experience of the West in the years of the Western Conference's life have provided the experience with which to deal, on a coordinated basis, with the many problems that an expanding section of the nation demands.

The Teamsters have found that organizing agreements with other International Unions affiliated with the American Federation of Labor can spell progress. We have signed such agreements with a number of AFL unions: the Bakery & Confectionery Workers' International Union; the Amalgamated Meat Cutters & Butcher Workers; with the Laborers' International Union; with the Carpenters' Union; with the Operating Engineers and with the International Association of Machinists. We are in process of signing agreements with other unions. We believe that these agreements provide two-fold advantage: they help protect the jurisdiction of the participating unions and they provide united impetus to advance union and organizing aims.

The program of bringing better health and welfare protection to Teamsters continues through our local unions and joint councils. These programs which affect not only health and welfare of working Teamsters, but also provide in many cases retirement, are of tremendous assistance to families and we have noted a cementing more closely of the fraternal bonds of unionism of members and their families thereby.

Thousands of physicians and surgeons across America can now attest to the fact that their skill and professional services will be paid for promptly and families can be comforted by knowing that hospital care and every possible hospital facility and professional service available to patients will be provided under our welfare agreements. It is important to note that many a doctor understands today the value of organized labor which they did not understand or fully comprehend a few years ago.

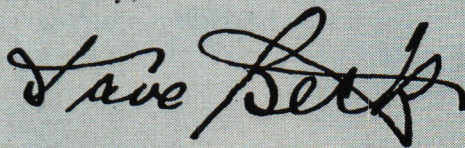
Health and welfare programs are in an early stage of their development—just in their infancy one might say. These programs must be developed with care and judgment. The administration of these programs must be surrounded with every possible guarantee against excessive administrative costs or racketeering practices which would siphon off the assets provided for the beneficiaries—the members who pay the bill. These protections will be provided for by prudent business judgment and through the legal processes of our judicial system.

A backward glance at our progress for 1954 discloses steady and encouraging progress. But our progress merely emphasizes the great potentials and opportunities ahead. We have bent and will continue to bend every effort toward the fundamental aim of our union: to provide higher wages, shorter hours and improved conditions for our membership. That is the basic tenet of our trade union faith and we will always work toward that end.

The International has and will continue to advocate Teamster buildings in our major cities. These will be constructed to house our local unions, joint councils and trade division offices. The progressive program of Teamster building construction is one of the most challenging we face in the new year. These buildings are more than housing for our offices—they are centers of Teamster activity, planning and progress. I hope to see substantial advances made in 1955 in this construction program.

I hope our members enjoyed a pleasant holiday period and I am sure that all officers of the International join me in extending to all sincerest wishes for a healthy, happy and prosperous 1955.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

*Postal Service finds dollar saved
for each two spent for trucking
mails. Delivery speeded 24 hours.*

RAILROADS FIGHTING LAST DITCH BATTLE

BACKS against the wall, the railroads are fighting a last ditch battle to maintain control of transportation of United States mails on the West Coast from Seattle, Wash. to San Diego, Calif.

Immediately at stake is first class mail traffic most of which has been diverted either to air transportation for long haul point-to-point traffic or to highway postoffices for intermediate points and for distribution to areas surrounding long haul air terminals.

The greater stake for which the rails are fighting is their position as a prime hauler of U. S. mails on the coast and in the nation.

If the present plans of the Post Office Department go through the railroads will be reduced on the West Coast to a subsidiary transporter of mails and the main bulk of mail will go by air and by truck.

Such a result would be a great blow to the West Coast railroads, but a greater one to the railroads throughout the country which have enjoyed a virtual monopoly on the carriage of about 90 per cent of United States mails for over a century.

THREE ROUNDS LOST

Already the railroads have lost three opening rounds in the fight.

In the first instance they sought to prevent the Post Office Department taking any action to start its West Coast plans into operation. A strong campaign was waged to influence the Department through appeals to individual Congressmen, letters, petitions and representations by the railroad association in Washington to the Post Office Department itself.

At the same time the rails sought before the Civil Aeronautics Board to prevent authorization of the trans-

portation of first class mails by air on a space available basis.

The CAB, however, did authorize the movement and set a temporary rate of 18.98 cents per ton mile.

This rate compares with rates set by CAB for similar air movements of mail between New York and Chicago and between Chicago and Washington, D. C. which have been in operation for about a year.

The failure of the railroads' legal action before CAB set the stage for the failure of their campaign to influence the Post Office Department itself against the plan.

On November 22 the first step was authorized with the airlines taking on the movement of first class mails from point-to-point on long hauls. In addition four highway post offices operated by West Coast Fast Freight were placed into service.

HOW THEY OPERATE

These HPO's operate as follows: Portland and Seattle, two routes, one six days a week, one seven days a week; between Seattle and Hoquiam, Washington one round trip six days a week and between Portland and Roseburg, Oregon six times a week.

Additional bulk mail trips were authorized between Seattle and Portland, Oreg. Consolidated Freight has this contract. Star routes all through the area have been rejiggered to connect with the air haul instead of trains as heretofore.

In all the shifts in mail traffic involve about \$2 million in annual revenue to the mail transporters.

Having lost their fight to prevent this action by the Post Office Department, the railroads shifted their effort to the Federal Courts. They sought an injunction restraining the Post Office Department from continuing these mail transport changes

on the ground that the Federal Law specifically required payment of air mail postage before air transport could be used.

The Federal Court refused the railroads' plea for an injunction holding that the broad powers of the Postmaster General under existing law constituted adequate authority for the action.

At present there is some question as to whether the railroads will appeal this decision. As it stands, however, they must now resist other changes which are in the planning stage and only await completion of an addition to the Portland mail truck terminal. This addition is now being constructed and should be ready in the early spring.

DIVERSION OF BULK

First step with the completion of this new Portland mail facility will be diversion of the bulk mails which now travel on Southern Pacific trains from Portland to Eugene, Oreg., via Ashland. Volumes on this run now add up to two truckloads—30 foot trailers—a day outwardbound from Portland and one truckload a day inbound.

This traffic would be worth, it is estimated, about \$160,000 a year in revenues for the truck line making the haul. In addition an HPO route would be necessary to handle first class mails now moving by railway post office car.

More important than the plans for the spring, however, are the long range studies now being made to bring all bulk mails between San Diego, Calif., and Seattle under the arrangement. At present there is about two truckloads (30-foot trailers) moving daily between Washington and California. From California, north to Seattle, there is a daily volume of five truck trips a day (30-foot trailers).

However, the other traffics in California which would be diverted to trucking would total some 50 truckloads a day.

Thus the railroads are fighting for a valuable revenue-producing traffic.

As yet the trucking industry has not entered into the fight. The Post Office Department has been standing alone in its efforts. This is mostly because the industry has not been informed of the stakes involved.

If the Post Office Department can get the time it needs to make the tests and carry out its plans in the larger field extending all up and down the West Coast, the railroads will be placed in a position of hauling only about 10 per cent of the total West Coast mails as against 90 per cent in the past. Successful operation of the combination air and truck hauls with HPO's filling in on distribution and replacing railroad RPO's to intermediate points will demonstrate that the railroad has indeed priced itself out of the short haul transportation of mails—up to 300 miles.

It will give fresh impetus to the drive to cut costs and speed service by the use of trucks in areas all over the United States.

An independent survey made recently by the Advisory Committee to the Trucking Industry (ACT) showed that there is an annual saving of \$85 million available to the Post Office Department by full utilization of the trucking industry in hauls up to 300 miles.

Experience gained by the Postal Transportation Service has been that a saving of one dollar is made for every two dollars spent for trucking the mails. These figures include full costs of the mail-by-truck service, including terminal rental or purchase, operations of the terminal, possible shuttle service, personnel, etc.

In addition every diversion of mails from rail to trucks has improved the affected service by an average of 24 hours advance in delivery.

But even as these facts emerged it became known that the railroads were carrying their fight to the White House itself. In a special brief addressed to the President the railroads complained bitterly that their position as mail carriers was being "wrongfully" assaulted by the Postmaster General.

The railroads seek to change governmental policy to allow the rails to keep the mails even at a fifty per cent higher rate and despite the fact that they give inferior service.

Some indications are seen that the Administration has given serious consideration to these claims.

And the failure of the Postmaster

GRIEVANCE HEARINGS MOVED TO CAPITAL

This letter has been transmitted to all local unions, joint councils and area conferences.

The attention of all vice presidents, local unions, joint councils and organizers of the International Brotherhood of Teamsters is directed to the following, which concerns hearings by grievance committees of future appeals to General Executive Board to be conducted at the International Union's Headquarters, Washington, D. C.

In order to facilitate the work of the General Executive Board, Article XV, Section 4(c) of the International Constitution empowers the General President to appoint a grievance committee to hear appeals and to refer to it appeals taken to the General Executive Board. This committee is to meet at the time and at the place designated by the General President. After a hearing is concluded the committee is required to make its report and recommendations to the General Executive Board for disposition of the appeal, the decision being made by the Board itself.

Pursuant to my authority and duty as General President to set a time and place for grievance committees to meet, I have, in the past, sought to have such committees meet and hear appeals in the local areas wherein the appeals arose. This was purely to accommodate the parties to these appeals. Experience has demonstrated, however, that this past practice has resulted in an increase of frivolous appeals, entirely lacking in merit, and in heavy and sometimes

needless expense to the International Brotherhood which has borne the cost of having these grievance committees meet in various parts of the country to hear appeals. The General Headquarters of the International Brotherhood is in Washington, D. C., and it is logical that grievance committees should meet and hear appeals in our official Headquarters where the International facilities and clerical services are available to these committees when needed. I recognize, however, that exceptions may occasionally arise, as where, because of unusual circumstances, the holding of hearings in Washington may involve some undue financial hardships to parties to appeals. Under such circumstances, and upon a sufficient showing of hardship, hearings could be specially set in the local area.

I, therefore, advise the membership that hereafter all appeals to the General Executive Board which, pursuant to Article XV, Section 4 (c) of the International Constitution, are referred to grievance committees to be heard, will be heard by such committees at the Headquarters of the International Brotherhood in Washington, D. C., except in those situations where, upon sufficient applications being made by a party or parties to the appeal for a change in the place of hearing, I have specially set the hearing to be at a place other than our official Headquarters.

DAVE BECK.

General to make progress with his long-heralded recodification of postal law, covering transportation of mail and other subjects seems to reflect a go-slow policy in making further attempts to speed the mails at lower costs by using trucks for short hauls up to 300 miles where trucks can give much better service at lower costs to all portions of the country.

So, that while the railroads have lost three battles in a row in their latest attempt to slow down progress, they apparently still have a chance to win the war.

It will take keen generalship on the part of the leaders of the trucking industry to sustain the successes which have been made in this field to date.

First quarter showed strongest growth of year with 64,000 more members than first quarter, 1953

SECRETARY PREDICTS CONTINUED GROWTH

BY JOHN F. ENGLISH
General Secretary-Treasurer

INCREASING stability and continued growth characterized the International Brotherhood of Teamsters last year. Plans now in action promise that this growth will continue in all trade divisions, giving us a further increase "across the board" in the coming year.

We can best view our growth by looking over the last two years in general and in examining the quarterly totals of 1954 in particular.

At the end of 1952 the Teamsters' Union had an enrolled membership of 1,195,000 (all figures in this article are given in round numbers). Early in 1953 the figure dropped slightly to 1,125,000 per capita paying members. Our best estimates of membership in the organization can be examined through looking at our quarterly figures based on our per capita payments and comparing those payments or averages with the corresponding quarters of 1953.

Our first quarter showed the strongest growth of the year by comparison when the increase in the first three months of 1954 over the same period of 1953 was 64,000 bringing our international total to 1,190,000. This figure reflects a heavy comparative increase particularly when one considers the fact that unemployment in the nation showed the most dismal picture of the entire year. The Government issues figures for the month based on the Monthly Report of the Labor Force as made by the Bureau of Census showing that unemployment was most serious in the quarter when Teamster membership showed its greatest advance. Unemployment for January was

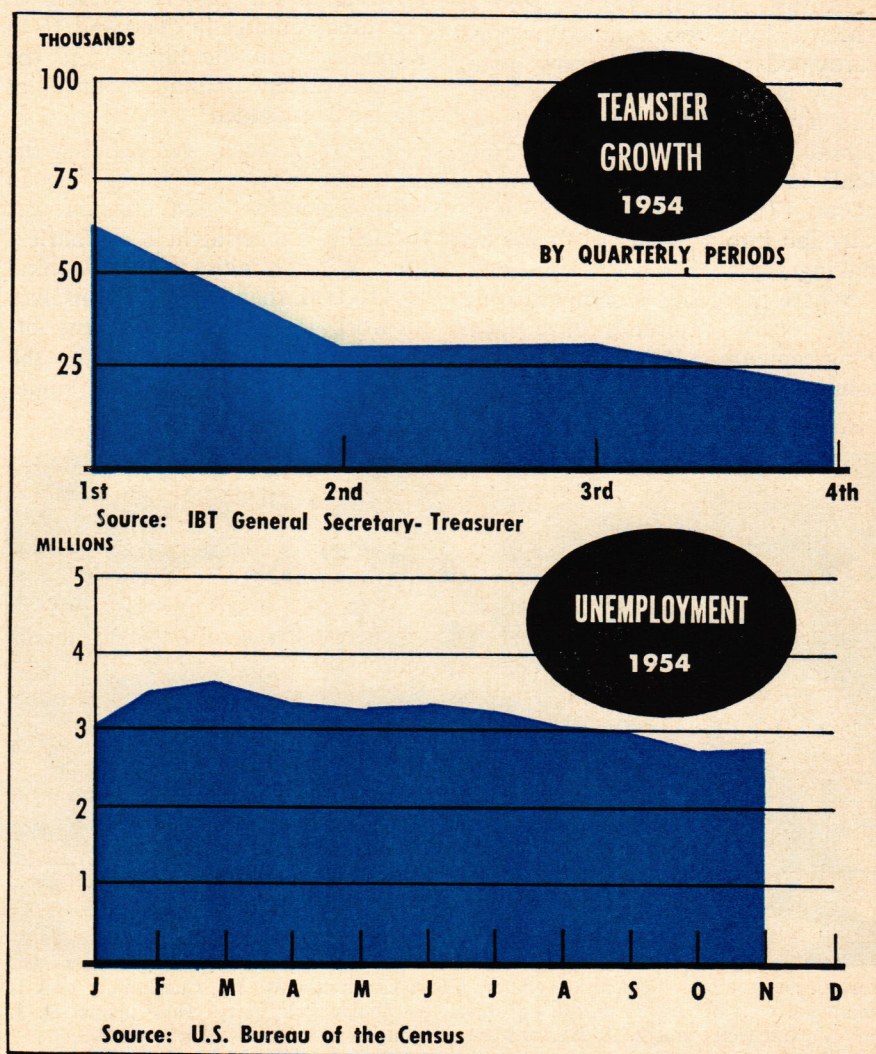
3,087,000 and steadily increased in February to an estimated 3,671,000 and went to a high for 1954 of 3,725,000 in March. In other words, while the unemployment picture was growing progressively worse Teamsters were making their strongest gains in membership.

Our second quarter brought us over the 1.2 million mark increasing the membership by 32,000, a gain that was stopped in the third quarter with 33,000 more members than we had for the corresponding 1953 quarter. This brought Teamster membership to 1,226,000. The national joblessness picture, according to the Bureau of Census figures, continued well above the 3 million mark until October when unemployment dipped almost to an even 3 million.

FOURTH QUARTER

The fourth quarter was our strongest in terms of total membership marking a new peak in totals for 1954. The quarter showed 1,285,000, marking a gain of 23,000 over the same quarter for 1953 and a sharp increase of almost 60,000 over the previous quarter. Unemploy-

(Continued on page 25)



in WEST VIRGINIA with JC 84

JOINT COUNCIL 84's story is the story of West Virginia; of four general locals that have banded together to better the wages and working conditions of their memberships and present a united front to the many forces arrayed against them in their area.

LAND OF BOONE

In this land of Daniel Boone, where Indians once roamed the vast hardwood forests, both now gone, people are still inclined to be clan-ish much in the manner of the famous feuding families of the Hatfields and McCoys. So Teamster Locals 175, 505, 913 and 789 logically fall into a "clan" of their own making.

Where the going is comparatively easy, locals sometimes have local disagreements. But the thorough-going cooperation of the four locals

is readily apparent. Beset by the anti-labor forces, the four locals have fought a stubbornly successful uphill fight until today their position is relatively secure.

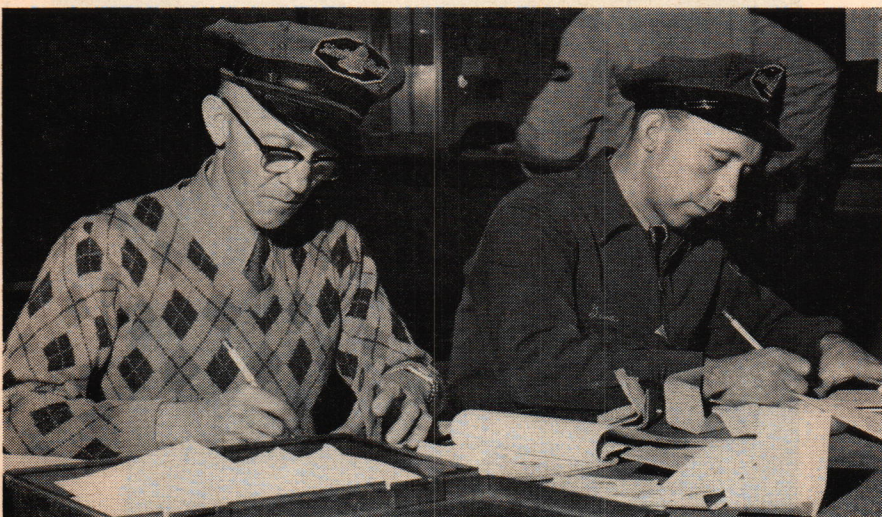
All of West Virginia except Wheeling in the little 20-odd-mile-wide "panhandle" sticking up between Ohio to the west and Pennsylvania to the east is covered, as are three counties in Ohio and 19 in Kentucky. In the latter state the turmoil-ridden mining county of Harlan is included.

The four locals were finding the organization road a rocky one in 1948 when the Joint Council was formed at a meeting held in Charleston. With an initial working capital of \$10,000, they pledged themselves to work together. Today the officers, except for changes in the Board of Trustees, are the same;

Geo. Robinson, the shop steward at Kroger's grocery warehouse, assembles large order.

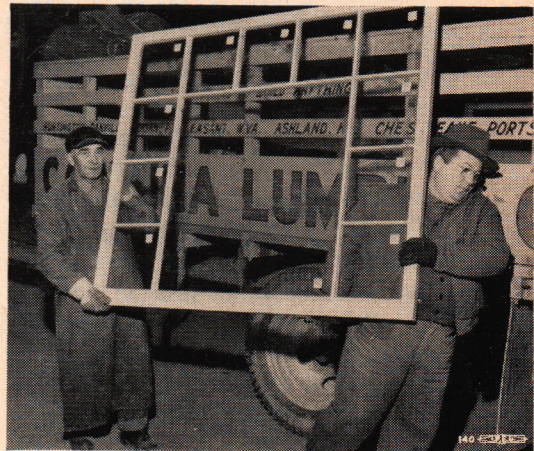


mute testimony to the effectiveness of their administration. The Joint Council is a member of the Eastern Conference and is affiliated with the West Virginia State Federation of Labor. E. A. Carter, president of the Joint Council, is also president of the State Federation and has been



Largest local in Joint Council 84 is Local 175 in Charleston, W. Va. Charleston's milk is union-delivered by drivers of, among others, the Valley Bell Dairy. Here drivers H. J. Null (left) and W. E. Hackney are checking in at the end of day's rounds.

Walker Senters and Phil Handley, steward for Carolina Lumber in Ashland, Ky., 505 members.





Alfred Delmotte is president of Local 913 in Clarksburg, home of "Stonewall" Jackson.

for the past nine years. He holds a third presidency, that of his own local, Local 175.

The approximately 4,450 members covered by Joint Council 84 have as good a wage structure as can be found in the country, according to the officers of the Council. Their freight contract, covering over-the-road and city cartage firms, compares favorably with the wage structure of the Central States Conference, which their territory abuts. They point with pride to their contracts with cab firms in Charleston, where drivers receive 52 per cent of their fares.

Much of the advances made in their territory have come as a result

of the prodding of competition. During the heyday of the rise of the miners' organization, many jurisdictions of rightful Teamster employment fell victims. But after the formation of the Council, many of these charters were recaptured. The Council continues to work unceasingly for state-wide contracts. At the present time freight, state road construction and pipeline work are the only state-wide agreements.

The headquarters of the Joint Council are located in the Labor Temple in Parkersburg, in conjunction with the branch office of Local 175 of Charleston. President Carter maintains his offices in the latter city and F. A. Rebhan, secretary-treasurer, and W. Dan Anderson, Council business representative and administrator of the Health and Welfare Fund, maintain the offices in Parkersburg.

WELFARE FUND

The Joint Council is intensely proud of the Health and Welfare Fund. This fund is paid for by employers and at the present time 2,316 Teamsters are covered by the plan. It is a model of economy, being operated on less than 5 per cent overhead expense.

The welfare plan includes life insurance, accident and sickness insurance. Dependents are also covered. A claim for a case of polio was being processed the day THE INTERNATIONAL TEAMSTER representative paid a call on the Joint Council offices. The little girl of a member had been stricken and all her expenses were being paid in full.

Children are greatly benefited by the plan; even as they are born. Last year the welfare fund "paid for" 195 new babies. In all, during the past 12 months, \$181,000 in benefits have been paid covering 114 cases.

Largest of the four locals is No. 175 with about 2,700 members with offices in Charleston. Besides Carter and Rebhan, W. A. Flener, W. E. Chapman and Charles D. Uhl are business agents. Carter has served his union 16 years and Rebhan for 17 years. Members are scattered from Washington County, Ohio, to the Virginia border, a distance of 270 miles. The territory of the local equals that of the state of New Jer-



Council officers, clockwise, are J. Q. Papas, v.p.; C. E. Bocook, trustee; Dave Bevan, r.s.; E. A. Carter, pres.; F. A. Rebhan, s.-t.; W. Dan Anderson, b.r., in meeting room.



Above: Ed Tierney, member of Huntington Local 505, works for Criss and Shaver, transit-mix concrete supply company.



Left: Grover Cox, Local 505, delivers a case of eggnog mix for the holidays as part of his route work for the Spring Hill Dairy Company.

sey. About 300 members are in Parkersburg, where the branch office is maintained in conjunction with the Joint Council office. There are about 100 members each in Beckley, Bluefield and Princeton. The largest classification is the freighters, representing about 750 men. Dairy drivers and workers are another 400 and all the beer distributors are organized, as are about half of the petroleum drivers.

Perhaps the greatest thing that has happened in Charleston affecting the Teamsters was the construction of the Charleston airport; technically the Kanahwa Valley Airport. In 1947, when this airport was built, the tops of three West Virginia mountains were lopped off and two valleys in between were filled. More than 13,500,000 cubic yards of dirt and rock were moved. It was an all-union hauling job of mammoth proportions.

The hills that give the state its nickname, "The Mountain State," and the unparalleled drainage it enjoys are also problems wherever you go in most of West Virginia. The airport planners found the same problems, to a lesser degree, in Huntington, where more hills were levelled and valleys filled. The roads in the state wind and curve; if superhighways are built straight and low-graded, the costs skyrocket.

The offices of the West Virginia State Federation of Labor are just around the corner from the Local 175 offices and twice-president Carter easily shuttles from one desk to the other. This is a most progressive state federation which, among other forward-looking moves, has established, in cooperation with the state board of education, courses in public speaking, public relations, contract negotiations, labor law and shop steward training. Annual short courses at colleges (a different institution in the state each year) are made available. The courses of training are available by personal attendance or in correspondence-course form.

Local 175 has been active in the community life of Charleston, too. It endowed, at a cost of \$3,700, a room in Charleston Memorial Hospital. It has always participated in civic endeavors wherever trucks and



Bill Wright and Harold Deems, on truck, unload empties at the Parkersburg Pepsi Cola plant with aid of Charles Wright, on the floor in foreground, right.



Casey Fowler, route man for Cablish Baking Co., Charleston, loads up for delivery.

H. K. Longwell is backing his truck in for chains to be applied as the first snowfall starts down. Longwell is a member of Parkersburg Local 913.



Charles Hale, L. U. 505, Huntington, heads for South Carolina with a load of new cars trucked from Detroit even before dawn lights up sky.



truckers could be utilized, such as scrap drives. Four years ago the members did a two-day "blitz job" with other segments of the community life in building Coonskin Park, a community recreational area. The union always takes an active part in March of Dimes, Community Chest and other worthy activities.

Second-largest of the locals in Joint Council 84 is Local 505, centered in Huntington. President of the local is H. P. Dillon, Jr., with James Q. Papas as secretary-treasurer and H. P. Dillon, Sr., as business agent.

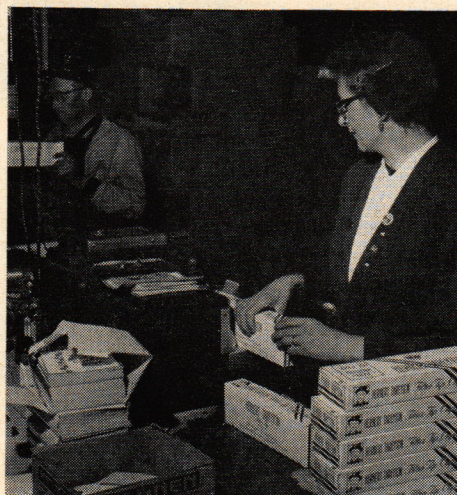
In 1947 when Dillon and Papas took over the reins, they paid the office girl out of their own pockets. The membership was down to 607. Now the average for 1953 was 1,185. The success of the local is attributed to hard work and conscientious attention to the needs of the membership; good organizing and good servicing after the membership was organized. Local 505 has jurisdiction over Mingo, Logan, Lincoln, Wayne, Cabell and most of Mason counties; three in Ohio and 19 in Kentucky. It was established in 1937.

The local has come a long way from the broke days of '37. It was a prime mover in the election of M. G. Burnside as Congressman from the Fourth District. Every member but six were registered to vote. "We didn't try too hard on those six," wryly remarked Papas, "because we had a pretty good notion at least some of them were likely to vote wrong if they did get registered!"

President Dillon is also president

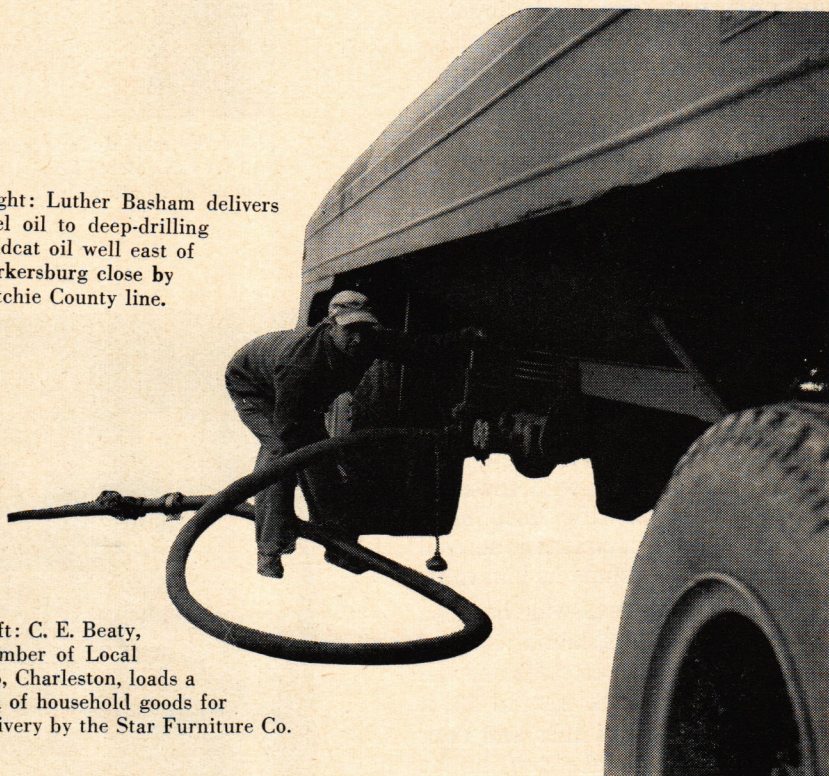


Above: Jerry Hanson, 175 member, makes a delivery to Kalliope Stanley at Charleston's Busy Bee Lunch Room.

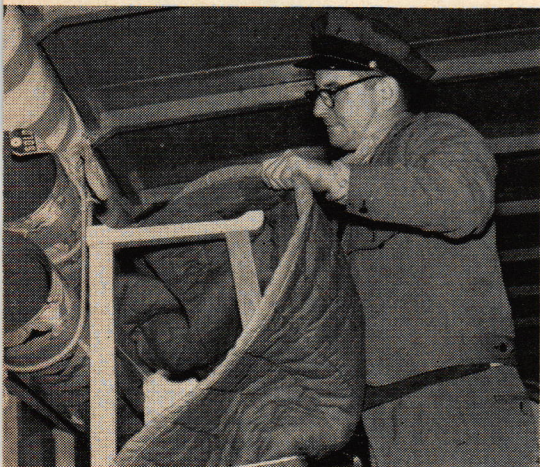


Left: P. B. Beane and Evelyn Means, members of 175, place West Virginia tax stamps on cigarettes at large wholesale grocery warehouse.

Right: Luther Basham delivers fuel oil to deep-drilling wildcat oil well east of Parkersburg close by Ritchie County line.



Left: C. E. Beaty, member of Local 175, Charleston, loads a van of household goods for delivery by the Star Furniture Co.



of the United Fund in Huntington and here, too, the local is active in community affairs. The annual shop stewards' banquet is a gala affair. Under 505 is Ashland, Ky. To get there your best route is to leave West Virginia, enter Ohio, then leave Ohio and enter Kentucky. Residents along the Ohio River are forever shuttling between two or more states.

In Ashland is a little yellow brick two-story building which looks empty in the second story and houses a radio parts concern behind big plateglass windows fronting on the crumpled sidewalk. Located in the fringe between business and residential districts, it is often pointed out to visitors as "one of the banks the James boys robbed." Practically everybody in the area has a James boys' story to tell in which a grandpappy or a great uncle figured prominently; famously or infamously.

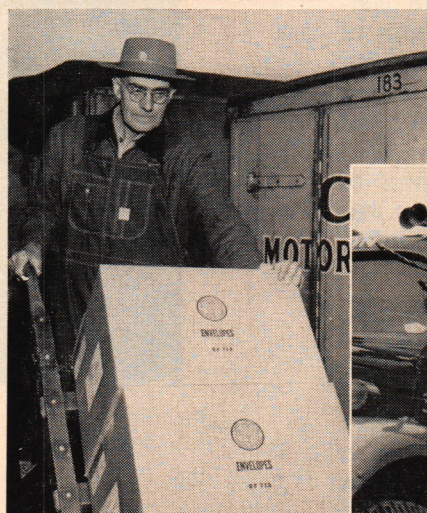
This much is certain; there is a new awareness of trade unionism coming into the Ohio Valley, borne on a floodwater of industrialization. Already a pall of industrial smog floats over the lowlands as chemical factories produce from the deposits of coal, natural gas, rock salt and other minerals. Glass factories melt down mountainous volumes of almost pure silica sand, producing flatware and bottles. As industrialization becomes more centralized, union collective bargaining for wages and working conditions will become more general and more generally accepted. This trend, historically proven, is already in evidence in the Joint Council 84 area.

To the north lies Parkersburg, in Wood County, the home of the Joint Council and the branch of Local 175. It's a 106-mile auto jaunt along the beautiful Ohio River with long level stretches of straight roads. At Kyger Creek there is a new huge power plant building with towering smokestacks over 500 feet high, readying for the incipient industrial life which will consume its kilowatts.

Parkersburg is half-way between Cincinnati and Pittsburgh on the Ohio at the mouth of the Kanawha River. Besides U. S. 21 and 50, it is served by two rail lines and river steamers that can take you all the



Above: Archie McDonald clears snow from the windshield of his rig. He works for Citizens Transfer and Storage Co., Parkersburg.



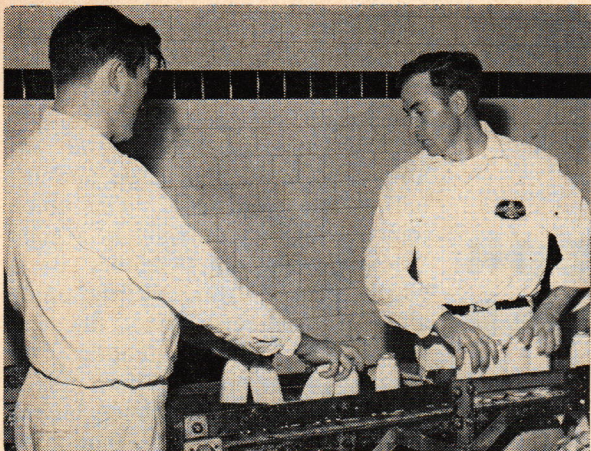
Above: Edward Mullens readies a load for C&D Motor Frgt. He is a member of Huntington Local 505.



Above: Clarence Ison, 505 member working at Farson Motor Lines, Ashland, Ky., prepares his rig for a large steel delivery.



Left: J. J. Mounts, Parkersburg, has the pleasure of making a delivery for Sanitary Line to attractive Edna Bennett.



Robt. Little and D. L. Jones are inside workers in Charleston Dairy, members of Local 175, largest of four in Joint Council.



Charles Sattler, West Virginia Commissioner of Labor, is discharged in front of state capitol building by H. Eary. Charleston building faces on the Ohio River.

way to the Gulf of Mexico. It is a wholesale and retail center and the headquarters of the Joint Council lie only two blocks from the heart of the thriving shopping district.

Eighty miles away, over good roads that wind around the steep hills, lies Clarksburg, the home of

Local 913, the county seat of Harrison County, named after George Rogers Clark, the famous explorer who surveyed the area and won the Northwest Territory for the United States. A. J. Delmotte is president of the 370-member local and David Bevan is secretary-treasurer and

business agent. Clarksburg is further renowned as the birthplace of Thomas J. Jackson. This particular Jackson is better-known as "Stonewall" Jackson of Civil War fame. The city is a trade and manufacturing center of the area.

Smallest of the locals in Joint Council 84 is at Fairmont, located 25 miles northeast of Clarksburg, with a membership of about 300. Robert Bosley is president and Thomas J. Musgrove is business agent. Fairmont is a junction city where U. S. 250 and 19 cross. State Highway 73 also enters Fairmont. It is only a few miles from the "stem" of the West Virginia "pan-handle" and the Pennsylvania state line; a matter of some 23 miles.

West Virginia has been, from the beginning, an area of conflict. In the beginning, about 1670, the English and French vied for control of its hunting and trading rights. The Indians warred on the first settlers, who followed Morgan Morgan, the first of all the first settlers, who established themselves on Mill Creek near Bunker Hill in present Berkeley County in 1731.

When the issue of slavery arose, the state was conceived in conflict at the Virginia constitutional convention of 1850-51 and "war-born" in 1862 when it was conditionally admitted to the Union; full admission coming in 1863. The violence of the Civil War was bitter in the new state and lingered long afterward.

Now another conflict lies ahead. While by no means pastoral in the

(Continued on page 27)



Above: Alvie Myers and Alonzo Totten prepare to start on their delivery route with the only beer made in West Virginia. They are both members of Local Union 175.



Right: A load of flat glass made in large Clarksburg glass plant is wedged tight for a trip by Robert Childers, Beatty Motor Express.

Teamsters' Local 1145 and Minneapolis Honeywell Firm Get Together to Cut Waste in Company-Wide Program

COOPERATION LESSON IN OPERATION SCRAP

AN UNUSUAL lesson in labor-management cooperation, plant management and production economies through a company-wide waste-cutting program has been put into action in "Operation Scrap" by the employees of the Minneapolis-Honeywell Company, Minneapolis, Minn., members of Teamsters' Local Union 1145. This local union is the largest in the state and from the action taken to aid in achieving economies, it is apparently one of the most farsighted and progressive.

"Operation Scrap" originated by the union as a measure of self-protection. The union felt, and its 500-member union shop committee said in no uncertain terms, that waste-cutting is essential in order to help the company get Government contracts—waste can be the difference between getting a contract and not getting it due to the margin of profit which wasteful practices might cause.

The union shop committee spelled out its recommendations which marked the keystone of the drive in a statement in the local union's well-edited newspaper, *Local 1145 Honeywell News*. The statement by the committee said in answering the question: Why has the committee endorsed the drive against waste?

"Because scrap and waste could make the difference between getting a contract from the Government, Air Force, Ordnance, Navy or some other department. Loss of contracts can cost the jobs and may have cost the jobs of hundreds of members of Local 1145.

"Because scrap and waste cost profits to the Honeywell Company and in spite of all propaganda and arguments to the contrary, let us make one thing clear: wage increases, better insurance, more holi-

day pay, better vacation pay, higher pensions—these all come out of profits! . . .

"The elimination of lost time, waste and scrap can hurt no one and yet it can mean contracts gained and full employment instead of contracts lost and laid-off members. . . .

"... we do believe that every member of Local 1145, in drawing the union scale and the other conditions made possible by Local 1145, has a responsibility to produce a fair day's work—no more and no less.

"We believe in the elimination of waste time—the elimination of scrap because this can bring us full employment; this can bring us better wages, good hours and good working

Local on TV

Progressive Local Union 1145, Minneapolis, has added a new wrinkle in trade union operation. The local has contracted for television time with Station WTCN-TV for a 15-minute program at 4:30 p. m. every Saturday. Film sound and still pictures are used by the officers and members of the negotiating committee to report to the members, bringing the message directly into the homes of the membership through television.

Commenting on the new series Local 1145 Secretary Robert Wishart said, "We believe that it is important that the members of Local 1145 get a running account . . . We believe this to be the most effective method of reaching our members every week . . ."

conditions. All of us cooperating—all of us working together, can bring these things that will benefit everyone of us."

The shop committee and the union did more than issue and listen to fine statements. The union joined with the company in a giant "kick-off" meeting October 3 in which speakers from both the union and management stressed the importance of waste elimination. According to Secretary Wishart this is said to be the first time, in the knowledge of the union, that management and employees had joined together in a big meeting to make plans for working together in order to increase efficiency, eliminate waste and help assure jobs for all.

The Honeywell local's spectacular efforts aroused interest among civic officials and drew attention far beyond the limits of Minnesota. Mayor Eric G. Hoyer of Minneapolis issued a proclamation in which he was joined by the chairman of the Hennepin County Board of Commissioners and the president of the Minneapolis city council.

Sunday, October 3 was proclaimed by the mayor as "Minneapolis-Honeywell—Honeywell Local 1145 Day." The proclamation recognizing the efforts of the union and company said "Whereas, This Honeywell labor-management team is currently engaged in a joint company-wide effort to reduce waste in material and time and thus maintain an even higher rating in excellence performance and workmanship. . . . "[we] do urge all citizens of Minneapolis and surrounding area to take full cognizance of the successful story of labor-management relations that has been written by this great Honeywell team for the real benefit of our community; and do further urge all Minneapolitans to join with us in expressing congratulations and best wishes to Honeywell labor and management on this cooperative program."

The mayor has taken a keen interest in the joint effort of the employer and workers and said in commenting on the program, "'Operation Scrap' is another of a long list of achievements in the successful story of this Honeywell team. The results

(Continued on page 20)

New Era Seen For Teamsters

Union Shop Agreement Signed With Dulaney Company in Maryland after Long Struggle

A NEW era in winning better wages, hours and conditions for cannery workers in the South is foreseen by Teamsters with the successful negotiation and signing of a union shop agreement between Local 876, Salisbury, Md., and the Dulaney Company, packers and frozen food processors, Fruitland, Md.

Consumation of contract arrangements marks progress of substantial proportions officials of both the Eastern Conference of Teamsters and the National Cannery Division believe. The achievement of a contract represents a victory following months of struggle in which local unions in the East from several states, the International Union, the National Cannery Division, the Eastern Conference of Teamsters and even the organizing staff of the American Federation of Labor.

Efforts to organize Dulaney began a year ago in January, 1954. A small staff of people work for Dulaney in the off-season period, but the company employs about 400 when the pack is at peak load. Green beans, sweet potatoes, Irish potatoes, asparagus, peas, etc., are included in the Dulaney line.

The first step was taken by Teamsters when efforts were made to organize warehouse workers and in April, 1954, an election was held

under the auspices of the National Labor Relations Board. Teamsters won bargaining rights, 27-3. This victory was followed by attempts at negotiation with Paul Reynolds, president of the union, trying to bring to conclusion satisfactory contract arrangements. Weeks of effort were in vain. The workers at Dulaney had no paid vacation, no paid holidays and no union security. In July the local sought the assistance of the Eastern Conference of Teamsters. The conference re-

sponded by calling on locals and joint councils to aid Local 876. Shortly thereafter when it was apparent that no decent pact could be signed for the warehouse people steps were taken toward organization of the production workers. The great majority of Dulaney workers were receiving 75 cents and hour and some reports indicate even less. The company also refused to consent to an NLRB election. The production workers, like warehouse workers, received no paid holidays, had no relief periods and had no health and welfare protections.

On August 8 the local union rented a ball park in which to have a meeting since it was impossible to have a meeting in any public hall since 95 per cent of the workers were Negroes. Speakers for the Teamsters, both white and colored, explained the issues and the workers agreed to enforce demands by strike action if necessary. On August 11 workers struck and the Eastern Conference mobilized aid from many locals in Maryland, Pennsylvania, New York, New Jersey, the District of Columbia and Virginia. The response, according to one rank and filer, was one of the best arguments he had ever seen for unionism and united action. So many locals aided that to list them would be to incur

the risk of omitting some which had been helpful during the trying days of fighting for Local 876 workers.

On August 18 a hearing was held before an NLRB representative and shortly thereafter the production workers were back on the job and an election was ordered for September 29. There followed a hard campaign on behalf of the Teamsters and when the returns were in the Teamsters had won 159 to 153. Unfortunately, the day before the election a ballot with an "X" marked where the workers could vote for the Teamsters was circulated. The use of the sample ballot has been employed for years and Teamster supporters saw no difficulty or illegal action in issuing it at Fruitland. However, five days before the election the NLRB had outlawed the use of sample ballots with marked instructions and the attorney for Dulaney took full advantage of this late ruling and protested the election. Rather than lose time appealing, Teamsters elected to fight through for another election which was scheduled for October 20.

Again Teamsters from many parts of the East came to the aid of the Salisbury local union. The election was held on schedule and this time the vote was 162 to 131, a much more decisive victory than had been won three weeks earlier.

After winning this election Teamsters Reynolds and Dale Carson, head of the Cannery Division of the Eastern Conference of Teamsters, negotiated a contract bringing the new era of advancement to workers in the Dulaney concern. Commenting on the outcome of the long struggle lasting almost a year Reynolds complimented all who participated in the fight and said that everyone from Conference Director Flynn and Cannery Division Director Lewis C. Harkins on through the organization had been of great assistance.

"The outcome of our fight is proof that 'united we stand.' We found that the unity of our loyal rank and filers working shoulder to shoulder with Teamsters from the Over-the-Road, Warehouse, Cannery and other divisions spelled success. We look for more progress in our area as the result of our victory," President Reynolds of No. 876 said.

EASTERN CANADA SHOWS PROGRESS

Substantial progress in organization work in the Eastern Provinces of Canada marked the closing of 1954, according to a report from the organizer for the territory, Lucien Trembly, in a summary of activities sent to the Eastern Conference of Teamsters. Mr. Trembly had been named an organizer to work in the areas covered by the conference last October at the Eastern Conference of Teamsters in Washington, D. C.

A highlight of activities included the successful negotiation of nine contracts by Local 106, Transport Drivers, Warehousemen & Helpers, Montreal, Canada. This series of contracts with nine firms in Canada's great metropolitan center includes insurance and other benefits not previously enjoyed by Teamster members. Negotiation of the contracts was followed by a big meeting of the local attended by more than a thousand members who endorsed and ratified the contracts.

The organizations with which the contracts were signed included Brinks, Inc.; Gosselin Transport; Thetford Transport; Champlain Express, Inc.; Ravere Building Supply; Merchants Coal Company and Ball Brothers (both Montreal and Grand Bay locals).

Successful negotiation and signing the contracts is said to mark a great stride forward in Teamster progress in Quebec Province and in the Dominion of Canada. This step, reports to the Eastern Conference indicate, is a prelude to other successes which organizers hope to win in the coming months of 1955.

A signal victory was won on behalf of 400 employees of the King-sway Transport in Montreal on a holiday back pay litigation. Teamsters claimed holiday pay and sought to enforce their claims in a private arbitration court which prevails in Canada. The local union

appeared before the board and was able to win its case through showing the justice of claims made under the arrangements between the transport company and the union. This is one of the first times, if not the first, in which a Teamster local has appeared before the arbitration board and has been successful in waging its claim.

Progress in Eastern Canada, in Newfoundland, is showing progress on two fronts, according to conference information. Local 855, Transport & Allied Workers' Union, is functioning in good shape with some 600 members active in the local. Thomas E. Flynn, director of the Eastern Conference, and Organizer Trembly expect to go to St. John's sometime this month to hold a series of organizing meetings with Teamsters and potential members.

Progress is being made in Eastern

Canada also in the dairy field, according to reports to the Eastern Conference. At the Elmhurst Dairy in Montreal a successful contract has been negotiated in behalf of the 300 workers. Recently a contract was signed by Local 973 in Montreal with the J. J. Joubert Dairy for a \$2 across the board increase with 32 weeks of retroactive payments for the increase. A total of 325 Teamsters were involved in this negotiation.

More than 200 employees of Borden's Dairy will benefit from a contract signed just before Christmas calling for a \$2 weekly increase. Members of Local 973, Montreal, accepted the results of the negotiation with Borden's and are now working under the new contract.

Of interest to the conference also was the report from Newfoundland that progress is being made in organizing some 450 waterfront drivers. This campaign is said to be "going well." An organizing committee is now working on the problem and the program will be stepped up when Flynn and Trembly go to St. John's to spark the campaign.

Getting Acquainted With Teamsters



Mrs. Edith Green, Democrat, elected to Congress by a smashing majority from Oregon's Multnomah County, took to the road during her successful campaigning to pick up votes and to study the problems of the men who drive the big ones for the Teamsters. Here she chats at Oregon's well known "Top of the Hill" coffee stop with Chuck Siegfried, left, and Bert Cully, two topnotch line drivers. Mrs. Green made a special trip to Salem, Oreg., from Portland as passenger in a West Coast Fast Freight road-rig with Bill Knopp, holder of a 25-year award for no-accident driving.

An Open Letter to All Teamsters

This month America will participate in the annual March of Dimes campaign on behalf of the National Foundation for Infantile Paralysis. This month Teamsters throughout America will respond to the appeal for funds as they have in the past—with their hearts and their pocketbooks.

Medical science has been struggling against the dread polio for many years and has yet been unable to conquer this scourge. Last year, 1954, was the third worst polio year in history.

The past six years, according to reports from the National Foundation, have been the six worst polio years of all time. More cases were reported in this period than in the 24 preceding years. This means that a bigger job is faced by those who are fighting against the onslaught of the disease.

Contributions to the March of Dimes will do a three-fold job: the immediate work in therapy will be continued; public education will be carried forward and research will be advanced.

Research offers great hope. Almost two million children are undergoing intensive tests with polio vaccine which if successful will be the key to polio prevention. This vast project costs money, but the returns in prevention, if the project is successful will be incalculable.

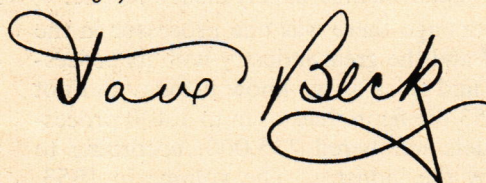
The arguments for supporting the March of Dimes need no elaboration. I merely want to remind our members that Teamsters have been among the most loyal supporters of the March of Dimes in the past and this year when the need is great, I am certain that we can count on the continued support of every member.

The cause is worthy.

The need is great.

Let's all help to the best of our ability.

Fraternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

EDITORIALS

New Year—New Congress

This month marks the beginning not only of a new year, but the convening of a new Congress, the 84th. What the year or what Congress may bring forth only time will tell.

All economic indications of the closing days of 1954 seem to forecast a healthy and prosperous year—at least the prophecies are all on the optimistic side.

What will Congress do? That is quite another question. Congress will be divided in party preference from the Executive Department with the Democrats in control of Congress and the Republicans running the Executive Branch. This division will call for more than ordinary efforts of understanding between the differing parties in the interest of the entire country.

We have had assurances from both parties that the welfare of the country will be the first consideration and we sincerely hope that such an objective will be achieved. We cannot help but be a little skeptical when we hear these pious declarations from political leaders because we know that both parties will be pointing toward 1956, the next Presidential election year.

Labor will have a big job to do in this session in bringing to attention its story. Labor will have a job in Congress and in most of the state legislatures. In Congress we hope to see some amendments made to the Taft-Hartley law and in the state legislatures we must fight back the continuing efforts to enact so-called right to work laws. A recent publication from the American Federation of Labor rightly terms these laws as "right-to-wreck laws"—as indeed they are. Labor will have a big job—and in this we can all help through knowing our representatives in Congress and in the state legislatures—and what is more important, we can help by bringing labor's story to them. Labor wants only fair play and an even break. If we get that from Congress and from 1955, we can all be thankful.

Lusty Growth

A relatively unnoticed news item in the frozen food field illustrates quite emphatically the marked growth of this industry. Two famous brands were involved in a sale. One company bought out another for \$40 million. This isn't exactly small change in any man's league.

Twenty-five years ago there was one processor in the quick-frozen field and the great industry with its processing, distribution and sales as we know it today did not even exist. In 1953 the figure had risen to 1,400 processors and the outlets numbered 235,000, according to estimates made by the industry. The volume in 1953, the last period for which we have reasonably complete figures, was almost \$1,250,000,000.

The growth of the industry in a quarter of a century illustrates the dynamics of an expanding economy. A new process comes into practical use and the enterprise of American business develops the ways and means of using the process successfully and extensively.

Along with this sensational development have come labor problems and opportunities. Teamsters have found that in this field are many classifications of work within our general jurisdiction. Today the frozen food field offers one of our greatest challenges in the entire Teamster potential.

We want to see the industry continue its growth and expansion—and we as Teamsters expect to see our organization grow with it and in it as frozen foods become more and more generally sold and used.

Traffic Safety—Year-Round Job

Last month efforts were made to focus attention on safer driving by everyone through "S-D Day"—Safe Driving Day. This day fell in mid-December and the motoring public was urged to use special care during its observance.

The Independent Advisory Committee to the Trucking Industry called special attention to the importance of this day as one on which special emphasis should be given to safety at the wheel. The great volume of publicity resulting from the S-D Day effort was undoubtedly useful in bringing to public attention the great need for safety practices by everyone who has anything to do with traffic movement, commercial or private.

It is more important, however, and far more important that everyone with any responsibility whatsoever in driving remember that safety is a 365-day a year job, not just one day when safety becomes a major focus of attention. We hope that S-D Day served in reminding everyone of the basic needs for safety so that these needs can be borne in mind the whole year. If the effort had that result, we can well hope that many lives will be saved and many casualties which would otherwise occur in 1955 will be avoided.

Psychology of Driving

Accidents on the highways especially on the part of drivers who man automotive equipment for a living are under constant observation by traffic officials, fleet owners and others who have a direct stake in reducing accidents.

Recently in the West a "psychology of trip geography" was made under auspices of a state university. It was found that in a lightly travelled lonely stretch of some 160 miles of highway in a Southwestern state there occurred an inordinately high number of accidents. Fol-

lowing this discovery a study was made with some interesting results.

Three characteristics were studied—hypoxia or altitude sickness; hypnosis or sleep inducing factors of driving and trip psychology. These seemed to be technical terms, but they were important in explaining the research and findings.

Hypoxia was found to impair both twilight and night vision among other things. Hypnosis included a driver's inability to appreciate the actual speed with which he was driving while high speed hypnosis had very much the same effect—through mile after mile of monotonous driving—as that of the conventional hypnotist. A third type of hypnosis was found to cause hallucinations causing the driver to make emergency stops to avoid hitting imaginary objects etc. Factors contributing to this type of hypnosis were darkness, long runs, movement of the vehicle, minimum of driving effort and fatigue or sleepiness.

Trip geography psychology studies found that some drivers overestimated or underestimated travel time and effort and drivers were unable to change plans to fit changing conditions with the result that accidents occurred.

Professional truck drivers are familiar with the factors uncovered in the study, but they must drive on the highway and face passenger cars driven by amateurs who do not understand the many physical and psychological factors which enter into safe, long-distance driving.

It is apparent from the studies made in the West that considerably more research and education will be needed to help make the highways safer where hypnosis and related factors become part of the general driving picture.

More for Millions

Beginning January 1 more than 10 million persons not previously protected by the benefits of Social Security will come under the act. Workers already receiving Social Security protection exceed 47 million.

In addition to bringing new millions under Social Security many provisions of the law have been liberalized. In fact, action of Social Security was one of the few bright spots of the recent Congress. There was no serious political fight on an improved program and hence no one party can or should be too eager to claim credit for accomplishment—the achievement should properly be considered a non-partisan one.

The American Federation of Labor can feel gratified that these improvements have been made, for the Federation has been one of the real leaders in this entire Social Security question since efforts began toward Federal legislation nearly 20 years ago.

The more money which will be available for millions will be a real step forward in humanitarian treatment of our people and we should not forget that money paid out in these benefits will represent active purchasing power—and purchasing power is something that can help lubricate our economic machine at all times.

Construction, 1955

One of the healthiest attributes of our economy as we begin the new year is construction. We have just witnessed the closing of another boom year in construction throughout the nation. Government experts of the Departments of Labor and Commerce forecast an increase in total new construction by some 7 per cent in 1955 over the 12 months just past.

Construction has been one of the real bulwarks of economic safety in our national life. When many other segments of the economy were showing more than signs—they were suffering—of weakness, construction was plowing ahead on a wide front. Manufacturing and the service industries last year had their ups and downs, but the overall strength provided by building did much to “bail out” 1954 when the trial balance of the economy was taken.

Last year's construction record with many plans on the boards for 1955 indicates in extensive measure the type of building we will have this coming 12 months. Private construction should increase by considerably greater degree than will public construction. This in itself is a healthy sign. Reputable economists realize that public construction is a great potential underpinning for times of stress. This does not mean that the many needed public facilities which must be built in the normal course of events should be postponed; it does mean that the economy does not have to depend upon public construction as its primary construction prop.

Teamsters have more than a casual interest in the building picture, for all the materials—the many bits and pieces—which go to make up a house, office building, church or recreational facility must be transported from materialman to site and in many cases from source to materialman.

Nonfarm residential building will account for \$15 billion and new dwelling units for \$13,475,000,000 in new construction 1955. These are the major items in a year which will see a volume estimated at \$39.5 billion and that is a whopping volume in any league. Religious, educational and hospital construction will account for major increases and these all spell work for Teamsters for all are heavy users of the supplies and materials which our members must haul.

In this issue is an announcement of a joint effort by Teamsters, Laborers, Carpenters and Engineers designed to protect jurisdiction on heavy and highway construction. All construction haulers would do well to read this announcement, for it will mean significant safeguards in the important field of heavy construction. Moreover, the agreement will spell out ways and means by which affiliated International Unions of the American Federation of Labor can work together in a common program of advancement.

The year 1955 looks as if it would be a bright one for construction and construction workers. Teamsters in this industry look with satisfaction on the promises and prospects and sincerely hope that the estimates as advanced thus far hold up when a report of construction is written a year from now.

Henry G. Burger, Organizer, Retires



Henry G. Burger, long-time organizer for the International Brotherhood of Teamsters, has retired. One of the most widely known figures in the Teamster organization, Mr. Burger closes an active career which has taken him to various parts of the country although his chief work was in the Middle West.

Mr. Burger was on duty as an organizer with the Southern Conference of Teamsters and had an accident in Chattanooga, Tenn. He fell and the accident resulted in immediate hospitalization. He will be definitely on the inactive list for several months, according to a personal letter he wrote General President Dave Beck.

In his letter to President Beck Mr. Burger said, "It will seem strange after all these years of eating, sleeping and living with the International not to be active in it any more." He adds that "It's ironic that this accident should happen in my last month of work and on the first assignment I had from Murray Miller outside of New Orleans."

Mr. Burger in describing his accident said, "I've fallen lots of times since I got partially paralyzed from the shot in the head 20 years ago, but the leg must have twisted just right—or rather wrong, this time."

Prompt action was taken on Mr. Burger's application for retirement

in order that he would suffer no inconvenience through delayed consideration of his case. Within a few days after the receipt of Mr. Burger's letter, General Secretary-Treasurer John F. English, trustee of the Teamster Health & Welfare Plan, had a letter in the mail with a check for the first payment due the member.

Teamsters who know Mr. Burger may wish to write him a note of cheer. He can be reached at the following address: Henry G. Burger, Campbell Clinic, 525 McCallie Avenue, Chattanooga, Tenn. Letters from his friends will be welcomed.

Four AFL Unions Unite in Organizing

A united effort by four building and construction unions of the American Federation of Labor promises to provide new impetus to organization and jurisdictional protection in the highway and heavy construction field.

The International Brotherhood of Teamsters, the Laborers, the Operating Engineers and the Carpenters have joined together in the formation of a joint committee "for the purpose of promoting the employment of the members" of the participating groups.

Inroads of an independent union group, not affiliated with either the American Federation of Labor or the Congress of Industrial Organizations have led to the formation of the mutual protection program by the AFL unions. Although the committee was formed several weeks ago, little has been said during the period of preparation and organization of the program. Late last month the four-union organization announced the formal definition of its program which had been developed under the immediate direction of the four general presidents of the Teamsters, Laborers, Carpenters and Operating Engineers.

The formal announcement of the group spelling out the program is as follows:

The national presidents of the United Brotherhood of Carpenters, International Union of Operating

Engineers, International Brotherhood of Teamsters, and International Hod Carriers, Building Common Laborers organized and set up a National Committee for the purpose of promoting the employment of the members of the four above-named organizations on all heavy and highway construction.

The policy and plan adopted is as follows:

1. Complete unity among the four international unions. All four organizations to be employed on the project.

2. There shall be no work stoppage on account of jurisdictional disputes. Disputes to be resolved on local level and if unresolved, to proceed to international representatives, and then to the national level. All work to proceed while differences are being adjusted.

3. This committee will cover heavy and highway construction.

4. Bulletins of job-lettings to be distributed from National Educational and Information Bureau to international unions.

The functions of the Area Committee established by the four international unions shall be:

1. The committee shall be organized on an area basis to coordinate their activities.

2. To carry out the policy of the national committee on area or regional basis.

- (a) To see that the four trades are employed on projects without discrimination to any of the participating organizations.

- (b) To alert favorable employers to bid on jobs and pledge cooperation to the extent as announced in the policy.

- (c) Lend assistance to local organizations to promote the program.

The question of wages, terms and conditions of employment shall be the obligation and function of local organizations for which each organization shall determine for itself.

When and if local committees become stymied, the national representatives shall then participate in arriving at an agreement.

FEDERATION NEWS PRAISES BECK

FAIR play and an equal standard of conduct should prevail for labor and other segments of the economy, according to a strong editorial appearing in *The Federation News*, official publication of the Chicago Federation of Labor. The editor, Irwin E. Klass, makes a strong plea for sanity in the face of hysterical criticism of labor by the lay press and praises General President Dave Beck for his often stated position of guaranteeing laboring people the right to be heard and the right to due process of law before judgment is passed. The editorial appeared just before the AFL convention, September 11.

The editorial entitled "Let's Have Equal Justice" says in part:

"As the papers seek new grist for headline mills, we're in for a heavy diet of viewing-with-alarm about this trade union movement of ours. Grand juries, Congressional committee probes, warmed-over allegations and new charges use up ink space and reporters.

"We've frequently reiterated in these columns the statement of the AFL Executive Council with respect to the New York dock situation: that a union's relationship with the AFL demands that democratic ideals, clean and wholesome free trade unionism 'be maintained . . . and all semblance of crime, dishonesty, and racketeering be forthwith eliminated.'

"Thereafter pointing out long-prevailing autonomy of international unions the Council declared that 'no one should make the mistake of concluding that the AFL will sit by and allow abuse of autonomy on the part of any of its affiliates to bring injury to the entire movement.'

"No one can condone the use of union authority or 'muscle' for illegal purposes. However, we do object to the demands of some newspapers for a special type of justice in dealing with those in the

trade union movement charged with violating their trust.

"Unions are charged with laxity if they do not expel leaders or members as soon as a newspaper or congressional committee makes a charge. Yet we recall that an automobile parts firm was exposed as having given hoodlums lucrative contracts to handle its scrap metals in exchange for 'services in personnel relations.' The nature of these services: the use of gun and terror to prevent effective union organization.

"Where was the outcry of the press against the officials of firm? Here was a case of diversion of stockholders funds to unsavory hoodlums. Where was the sense of moral indignation that is streaked across our local editorial pages today? Why wasn't there a demand for the ouster of company officials who betrayed their trust and bought terrorism as a short-cut to their version of 'industrial peace?' . . ."

The editor cites the case of an Illinois legislator whose reputation is far from spotless and continues commenting saying:

"We are offering no judgment in this case, but again we run into the double standard of the law: one set of rules for labor and another for every other segment of the community. Is not a political party more powerful to deal with its members or officials than a union? . . . Yet we in the trade union movement are urged to get on with the job and forthwith eliminate the miscreants in our midst. The American Federation of Labor neither has nor wants a police force."

Mr. Klass referred to the California congressman who was tried and convicted of taking kickbacks from his staff and was still holding his seat. The editor quoted President Beck's comments on this case in which Mr. Beck said:

"Congressmen have said, 'Mr.

Beck, why don't you throw these men out of your union that are accused?' Accused — not indicted or convicted of anything.

"And I say to them—you don't have to go over to Minneapolis or Detroit to find someone to throw out; why the hell don't you start throwing them out of Congress? Surely, over the years you have repeatedly had opportunity to do so. Do you want me to treat labor people under one rule for alleged transgression and Congressmen to be treated under another. . . .

"You cannot name a Senator or Congressman that they ever suspended from Congress without his being convicted in a court of law. They why do they ask Beck and other labor men to do so? Why do our people not have the same opportunity to have their day in court? The answer to it is politics. Well, I say to you, my friends, that they will be in hell a long time, and it will be freezing there when they get me to endorse that kind of kangaroo judicial procedure. . . .

"It was never intended in America to treat people under two different kinds of rules—one for Congressmen, one for the people of labor.

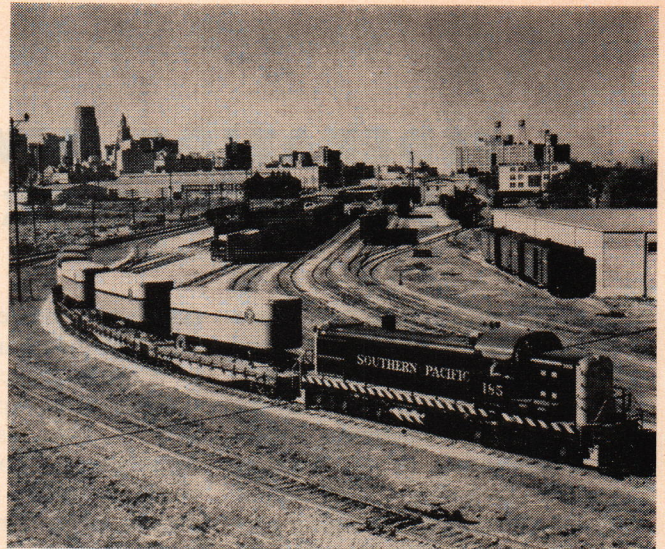
"No man is entitled to call himself and American who supports that kind of procedure. I would rather lose my position tomorrow as president of this International Union than permit myself to be a party to supporting that kind of conduct."

After quoting President Beck at length the editor concludes saying:

"'Equal justice for all' are the words inscribed over the portals to the United States Supreme Court. We believe that the same attitude should prevail in the public organs of judgment. And organized labor would be more receptive to criticism from some journals if the papers' editorial record wasn't completely barren of support for any of labor's attempts to bring a measure of economic and social justice to the people . . . man for man we'll stand by the character of the average trade union official any day in comparison with any other assembly of human beings, whether business executives or bankers, legislators or lawyers, judges or journalists."



Teamsters really pitched in to help make a success of the giant Union Label Trades Show at the Pan-Pacific Auditorium in L. A.



The International had special committee study the effects on membership of new transportation revolution called "piggy-backing."

Progress Recorded in 1954

THE year 1954 was a busy and a productive one for the International Brother of Teamsters. Marked progress in organization was chalked up on all fronts. New agreements were made with other unions with which the Teamsters work in close association. Conferences were held by the various conferences and each reported substantial advances in their areas. Teamsters continued a broad public service program at every level from the international on down to each community.

New attention was focused on

various important public problems. The wetback menace was spotlighted and a strong campaign in behalf of truck transport for mail hauling was waged. Teamsters led by General President Dave Beck drew attention to the unemployment situation and urged public action. Reports continued to come to the International on Teamster heroes throughout the country. Many acts of courage were recognized, but many more considered by the men themselves as routine part of their every day operation.

In short the pages of THE INTERNATIONAL TEAMSTER tell a story of constructive efforts on the part of the International, the area conferences, the joint councils and the local unions. A brief backward glance will remind our members of some of the highlights of 1954.

JANUARY

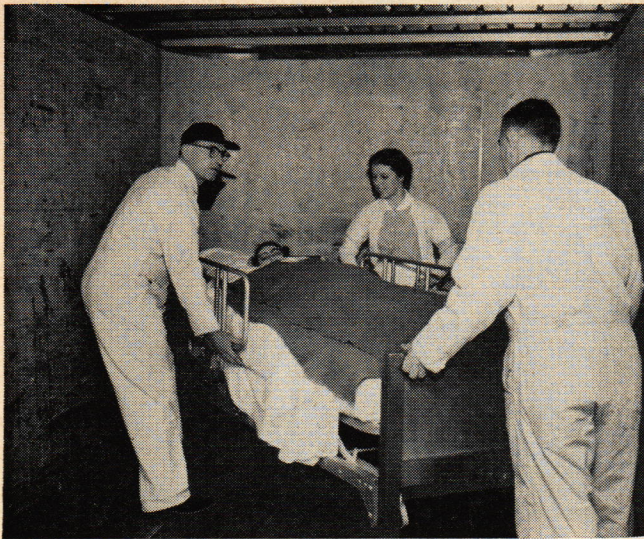
A picture story tells of the fine job done by Local 414 in helping to move a hospital in Fort Wayne, Ind. Teamsters were told of the varied jobs which Teamsters in Joint Coun-



U. S. learned that it could save millions of dollars by using trucks instead of trains to deliver mail. Midwest experiment got results.



General Secretary-Treasurer John F. English confers with members of the Brewery Conference about stimulating the organization drive.



Fort Wayne, Indiana members played a major role in the movement of a hospital 2½ miles to new building. Services were donated.



General President Dave Beck signed a mutual assistance pact with Patrick Gorman, secretary of the Amalgamated Meat Cutters.

cil 28, Seattle, Wash., are doing in the picture and text feature.

A story on the growing turnpikes tells about Ohio's effort and the consultant of the Independent Advisory Committee to the Trucking Industry, John M. Redding, does a special article on the successful operation of mail-by-truck in the St. Louis area.

FEBRUARY

In this issue Teamsters look ahead. A discussion of Congress and the Taft-Hartley Act and what Congress will do—or not do—and a forecast "It'll be a Good Year for Teamsters" appears. The Cannery Workers win an important election at the Gerber plant in Rochester, a key operation in organizing. An

inspiring story of a blind business agent in Pittsburgh, Henry Porter, appears. A piece on "piggybacking" (carrying truck trailers on railroad flatcars) is discussed and this transport innovation proves a continuing problem. The joint council feature this month is "The South Texas Story" on J. C. 58 which tells of progress made, also of the big job ahead in the South.

MARCH

The wetback menace is given major attention this month with the front cover devoted to a photograph of capture of illegal immigrants, a strong letter from President Beck, and a special feature rounding up the difficulties of curbing the situation. President Beck's letter also

calls the turn on the growing unemployment crisis and he was one of the first public figures in the country to draw attention to the decline in employment. How money could be saved and mail speeded by trucks in the busy New Jersey area is spelled out in this issue. The warehouse organizing program gets under way and the members are given the other half of the Texas story in "The North Texas Story," an article with pictures on Joint Council 80.

APRIL

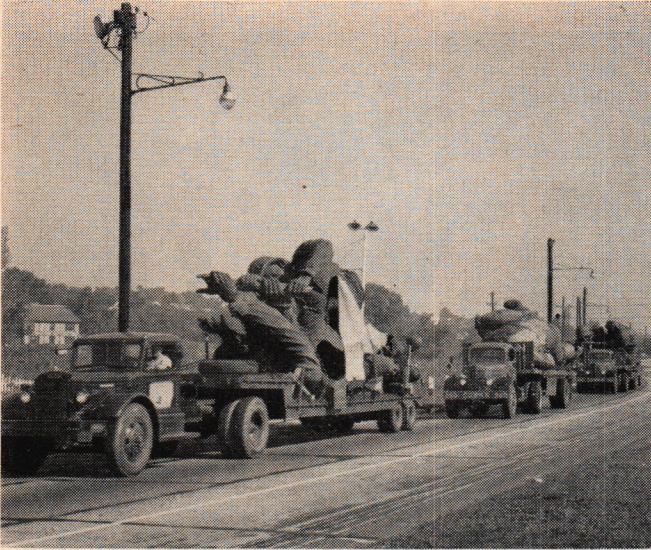
Unemployment continues to be a major problem and the General President has a hard-hitting letter on this topic. The General Executive Board report tells about the Vice Presidents voting unanimously to



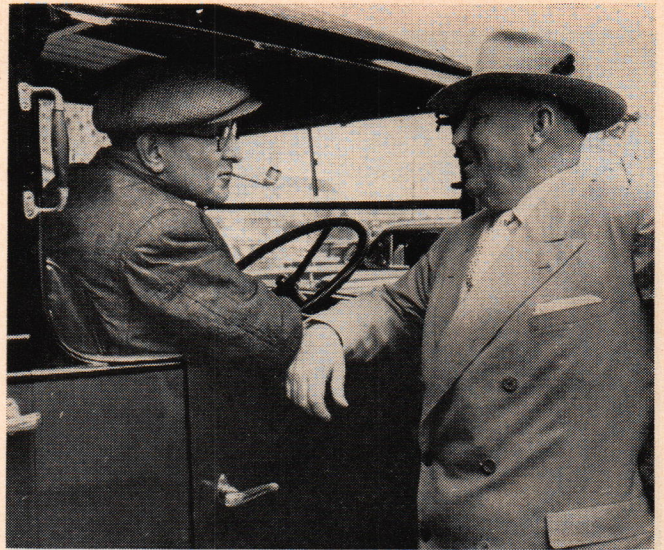
Teamsters conducted a coast to coast truck check which took in warehouses as well as mobile equipment and dues books.



Driver of the Year, Gomer W. Bailey of Local 961, Denver, and his wife were presented watches by Vice President Einar Mohn.



Teamsters had the fascinating job of moving the gigantic Iwo Jima statue from Brooklyn, N. Y. to Arlington National Cemetery in Va.



General President Beck chatted with workmen as he made an inspection tour of Europe, then reported to President Eisenhower.

protect Teamster jurisdiction and to refrain from any no-raiding pact with the CIO. Robert L. ("Buddy") Graham of Seattle, Wash., is named assistant in the General Office in Washington, D. C. David Kaplan, Teamster economist, writes on international labor problems and progress as a result of his trip to the International Labor Organization Inland Transport meeting in Geneva.

Problems of national importance to the dairy industry Teamsters were discussed in the Mid West-East Coast session at Louisville, Ky. Teamsters propose that mail-by-truck be given a boost by having the U. S. Post Office Department consider truck transport a "primary method of haulage. A patriotic note is sounded in "The Baltimore Story," an article on Joint Council 62.

MAY

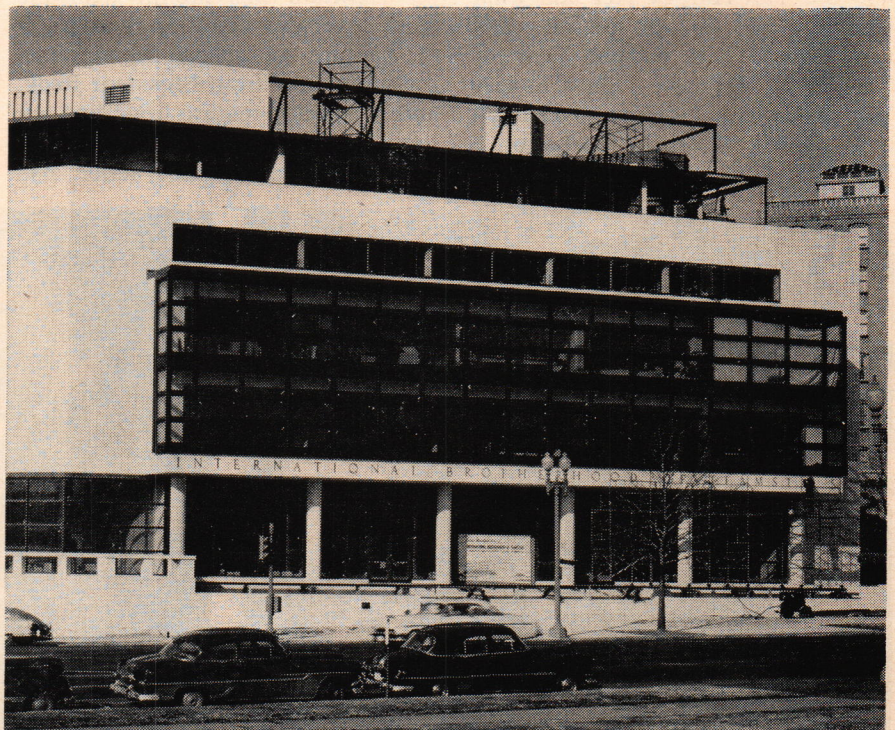
A report on the growing trend in the states in enactment of so-called "right-to-work" laws appears as a warning to labor. The extensive and graphic report on mailtrucking called "Faster Mail for Less Money" issued by the ACT is given picture and text coverage. Hauling cars in a fast shuttle westward is described chiefly by pictures in "Pony Express on Wheels." Teamsters' participation in the AFL Union Industries Show at Los Angeles is reported. One of the largest joint councils in the country is in the spotlight in this issue as the story of Joint Council

42 "From Los Angeles to Las Vegas" is told.

JUNE

This month the members are reminded on the cover of the 1954 *Truck Check*, one of the most extensive and successful ever held. Something new is added: the campaign is called the SAFETY Truck Check. The big story this month is the coverage of the National Trades Division and the meeting of the Cen-

tral States Conference of Teamsters, both convening in Chicago. Every possible problem of organizing was discussed in these meetings with strong efforts made by all hands to make the coming months count for extra advances in Teamster progress. Teamsters are informed that the Post Office Department has adopted new regulations on safety making all bidders comply with safety requirements and the move is hailed by ACT as a "great stride forward."



The new home office building of the International Brotherhood of Teamsters was nearing completion as the year came to a close. Completion date is set for March.

JULY

With this issue a new series of back covers begins on the theme of "Have it Delivered," a series started as the result of discussions at the National Trade Division meetings. Thomas E. Flynn is named chairman and Joseph Trerotola is named secretary-treasurer of the Eastern Conference of Teamsters. An extensive report of the Southern Conference of Teamsters' annual meeting appears, postponed from the previous month due to trade division and Central States reports. Harry Tevis, Pittsburgh, Pa., is named vice president to fill a vacancy. Trucks Safety Check photos tell the story of energetic efforts on the part of members in all sections of the U. S. Brewery problems are discussed in a national session and the driver of the year, G. W. Bailey, Local 961, Denver, Colo., meets President Eisenhower and visits the International Office where he and his wife are presented with handsome wrist watches. "In the Sun Country with J. C. 71," covering Phoenix, Ariz., is the monthly joint council feature.

AUGUST

The Western Conference of Teamsters was held and is the subject of extensive coverage. The conference is saddened by the sudden death literally "in harness" of Gordon Lindsay, conference secretary-treasurer. The International Dairy Conference is granted a charter at a ceremony held in Washington, D. C. Teamsters appear before Congressional committees and the Interstate Commerce Commission to spell out the evils of "gypsying," a practice which Teamsters have been carrying the campaign against for years. "In the Heart of America with J. C. 56" gives members an insight into Kansas City.

SEPTEMBER

A highlight of this issue is a report by General President Beck on his trip to Europe where he attended the International Transport Federation and met many labor and political leaders in several countries. John Sweeney is named secretary of the Western Conference of Teamsters. The first of two articles on the revolution in distribution appears. A story of a Teamster hero from Philadelphia, Gaeton Pargola, is told fol-

lowing honors in his home city. The Teamsters' new building is adding a new element to the Washington skyline, according to a progress report this month. Cincinnati progress is described in a joint council story on J. C. 26.

OCTOBER

How Teamsters moved the monumental statuary group erected by the Marine Corps to the heroes of Iwo Jima is told on the cover and in a picture and story article. The moving job, considered "routine" by the movers, attracts wide public attention. The first Canadian Conference of Teamsters is reported as the IBT plans to step up work north of the border. The General President appears on the network television show "Youth Wants to Know" and turns in what many think was an outstanding performance.

Part II on distribution, describing automatic selling, appears. General President Beck is named to the President's Committee on a Highway Program and meets with General Lucius Clay and other members in hearings on the Eisenhower proposals. The first Teamster pamphlet, "Your Community and the Teamster," appears and is given a pilot run distribution in St. Louis, Mo. A light touch is provided by an account of the West Coast Salmon Derby from J. C. 28. Minneapolis, Minn., as the joint council feature of the month.

NOVEMBER

The last issue of 1954 appears as the December issue is omitted due to the press of the holiday season. Featured in the November issue are the various aspects of the Eastern Conference of Teamsters. Teamsters at the AFL convention were busy with the General President making a strong speech on welfare funds from the rostrum. A new development announced at Los Angeles which appears promising tells about the Teamsters and Butcher Workmen signing a mutual assistance pact and posting funds for an intensive organizing drive with first steps to be taken in the Middle West. Joint Council 73, one of the busiest in the East, is described in words of photos following a visit to New Jersey by magazine reporter and photographer.

Although there was no December

issue of the magazine, activity continued on all fronts as Teamsters prepared to wind up another year, looking backward with satisfaction at 12 months of accomplishments and forward to another year of challenge and opportunity.

Growth Continues

(Continued from page 7)

ment continued to be a disturbing factor in the nation's economy in this period with the latest available figures (for November) showing 2,893,000 out of work. It should be noted that many in labor have been critical of the unemployment figures, saying that the real picture is even bleaker than the totals made public indicate.

The brief statistics which I have quoted are all of importance in understanding of the vigor and growth of our Union. There are other figures to which we might well invite attention; these concern our initiations or changes in membership representing so-called turnover in the total number enrolled in our organization. The nature of the International Brotherhood of Teamsters with its many diverse classifications and jurisdictions does have a great deal of turnover and it should be apparent to all that an organization with the size and diversification of ours cannot have the same degree of membership stability which a small union of craft specialists enjoys.

The figures upon close analysis do show that as a union we are becoming somewhat more stabilized. For example, the total of initiations, based on figures in my office, show a total of 348,000 for 1953. This rather high turnover figure for 1953 was reduced substantially in 1954 when the total was 258,000. The fact that we had more total members and fewer in the "turnover" figure is a fair indication of growing stability.

In short, as our initiations *decrease* concurrently with the *increase* in total membership, we easily see a more stabilized and a healthier overall condition as we ended 1954 and are now in a new year. This year, I feel certain, will be one in which the trend showing vigorous growth will be continued.

*Visit to Israel provides chairman
with look at tremendous progress
by fledgling Near East democracy*

MAGICAL NATION RISES IN DESERT

A MAGICAL nation is rising from the deserts and coastal marshes of the Near East. Sandwiched between four hostile neighbors, the six-year-old Republic of Israeli is rapidly becoming one of the most modern and highly developed areas on the face of the globe.



W. M. Griffin

This was the report of William M. Griffin, Chairman of the National Warehouse Division, who arrived back in the U. S. recently from a tour of the infant republic. He brought back with him many notable impressions of the youngest of the democracies.

A democratic republic, Israel covers an area of less than 21,000 square miles lying along the eastern shore of the Mediterranean Sea, bounded by the Arab countries of Lebanon, Syria, Jordan and Egypt. The total population of the young nation is estimated at 1,700,000, of whom 180,000 are non-Jews. The Jewish population has more than doubled since the State of Israel was established in May, 1948. More than 700,000 new immigrants came in during the three and one-half year period ending in 1951. This mass immigration was the practical realization of the highest aim of the new state. In fact, it may be considered the basic reason for its creation.

Without going into great detail, it

may be said that virtually everything in Israel exists under the pressure of its mass immigration. The varied economic problems of the country, therefore, are a direct consequence of its mushrooming population. It is clear that all these newcomers are consumers from the first day of their arrival, but they do not become producers until considerable time has passed. They must be housed, clothed and fed, while they themselves are not yet in position to make their full contribution to national production.

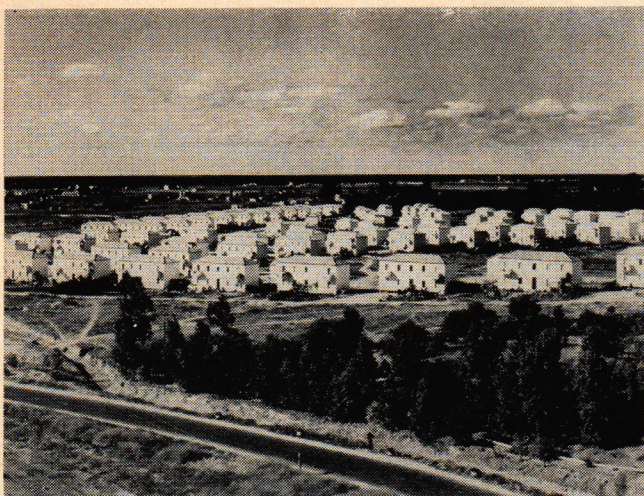
With all the development and expansion that has taken place in the

last six years, Israel still faces tremendous economic problems. It is a country poor in raw materials. With the exception of building materials, it has very little in the way of natural resources. Although considerable advances have been made in agricultural production, Israel still needs to import more than one-half of the food consumed by its ever-expanding population. On the other hand, its export trade is still limited and meets only a small proportion of the value of its imports. The basic economic problem of Israel, therefore, is one of expansion of production, in order to supply its internal needs with such commodities as it can produce itself and at the same time achieve a surplus of goods which may become available for export.

The central problem facing Israel is one of security. Its long and irregular land frontiers adjoin countries which have been hostile to the very existence of the infant republic. The Arab States, which joined forces to oppose by force the establishment of the State of Israel, were defeated by the young nation. In 1949, armistice agreements were formally signed between Israel and the states of Lebanon, Syria, Jordan and Egypt. However, these armistice agreements have not been followed



The struggling little democracy, Israel, is slowly but surely beginning to export some of its precious products. Here a large ocean steamer is being loaded with oranges.



This is one of the trim housing projects which are emerging from the traditional wastelands once scenes of many stories of our Bible.



Here is a swamp that was drained, filled and put into productive use by industrious new settlers in the Near East democracy, Israel.

by any peace arguments or even peace talks. As a consequence, there exists today a state of constant tension on the borders of the fledgling democracy.

It is impossible to report on Israel without stressing and emphasizing the great impression which the work of the Histadrut, in many different fields, made upon us.

The Histadrut is Israel's General Federation of Labor and its members include men and women from all political parties in Israel. It is not a political party.

Taking into account the specific circumstances which attended the

creation of this movement and which shaped its consequent development, one can say with a large measure of confidence that without the Histadrut the State of Israel would never have come into being and would not have the fascination and attraction which it must have for all trade unionists.

For the first time in our experience we came into contact with a workers' organization whose prime function has been not only to defend the economic interests of its members but which has also been a primary force in the upbuilding of a nation. We saw many examples of Histadrut

pioneering and initiative in the towns and villages which we visited.

In general, we left Israel with the impression of a country in which the values of the labor and trade union movements are first and foremost.

Israel has, through Histadrut, become a country where a worker is well aware of his sense of personal dignity, carries with him everywhere and constantly a feeling of complete equality with his neighbor regardless of his economic or social standing and is convinced that he, his problems and his strivings matter a great deal in the councils of the nation of which he is so integral a part.

J. C. 84

(Continued from page 13)

past, West Virginia now faces a new and growing industrialization the likes of which has never been envisioned by the natives, enjoying "the good life" in their snug hills. Raiding parties of giant industries are descending, to make off with as much of the natural resources and dividends as they are able to amass.

Standing staunch against them are the arrayed forces of organized labor which, while welcoming the job opportunities, boosting the production, increasing the purchasing power and raising the standard of living, are nevertheless alert to protect the wages and working conditions of the working men and women who will make all this industrial progress possible.

And at the point of this combina-

tion welcoming committee and defensive formation are and will continue to be the four alert and active Teamster locals of West Virginia; Joint Council 84.

Operation Scrap

(Continued from page 15)

of this cooperation benefit the entire city of Minneapolis, the people, its economics and its healthy way of life. It is indeed a pleasure to join in offering congratulations and best wishes to Honeywell labor and management on their 'Operation Scrap' campaign."

A cabinet officer of the Department of the Air Force bluntly told Honeywell that "... the Government is going to get its work done where it gets the best return for the dollar." Since Minneapolis-Honeywell makes a variety of precision items,

extensively used by Government agencies and the Armed Forces, both management and labor felt that every effort should be made to help produce these items as efficiently as possible in order that the company could be placed in a favorable bidding position. "Operation Scrap" was the outcome with the two Wisharts (no relation) leading the effort—Robert I. Wishart, secretary of Local 1145 and Paul B. Wishart, company president.

Following the initial meeting October 3 attended by some 6,000 Honeywell employees, the program was placed into action the next day. What results will be achieved can only be determined when the production—and bidding—results are in. Whatever the results, the Wisharts both agree that a new chapter in labor-management cooperation is being written in Minneapolis.

TEAMSTER TOPICS

Local 684 Safety Car

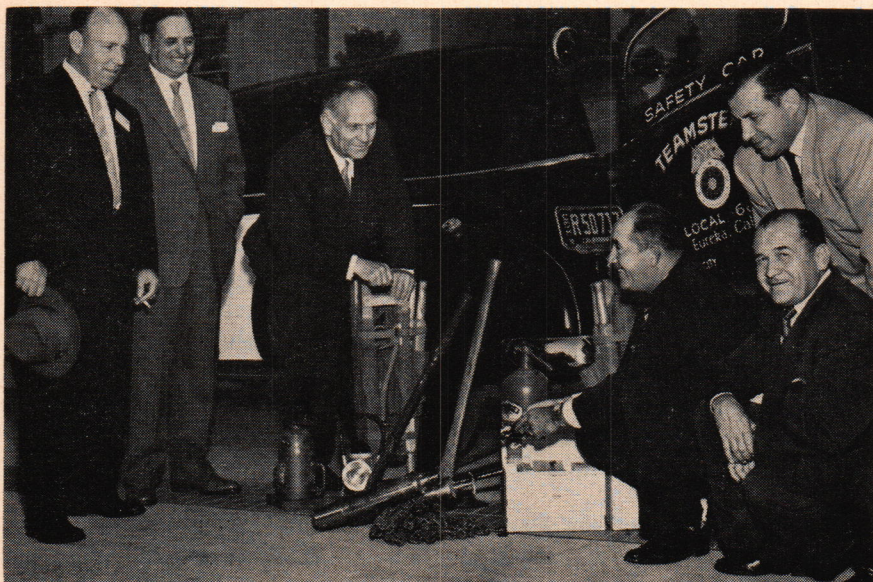
Local 684, Eureka, Calif., a member of Joint Council 38, has a special Safety Car on the road and is at present exploring the feasibility and value of developing a program of more sponsored safety cars to regularly operate in the valley areas of California, from Bakersfield north to the Oregon state line.

Local 684's Safety Car regularly cruises the highways of Humboldt and Del Norte counties, rendering emergency aid and assistance of all types to cars and trucks. Whether a car or truck has run out of gas, had tire trouble or met with a serious accident, Local 684's specially-equipped vehicle is ready, at a moment's notice, to render instant help.

Equipment carried by the Safety Car includes two Army-type stretchers, with racks fitted into the car so that it can serve as an ambulance; emergency fire fighting equipment consisting of two 14-pound CO-2 bottles and several hand-type pyrene guns; complete first aid equipment carried in special cases; shovel, sand,

disaster axes, high-test chains, highway flares, a 25-ton hydraulic jack and many other pieces of special-purpose equipment necessary to give aid quickly in event of an accident. In addition to red flags and lanterns, the Safety Car carries containers of gasoline and diesel fuel, which are given free to stalled cars and trucks. No charge is made for any service rendered by the vehicle and its crew.

George E. Mock, Teamster International Representative at Sacramento, director of the proposed Safety Car program states, "This Teamster Safety Car has performed yeoman service in the counties of Northern California. The car has rendered first aid in many instances, ranging from serious multiple injuries to minor cuts and scratches. It has also assisted many stalled vehicles to get underway. We feel, therefore, that if Joint Council 38, operating in the California valley from Bakersfield to the Oregon line, sponsors such a program, we can be a tremendous factor in the overall safety program of the state of California."



California's Governor Goodwin J. Knight, third from left, previews Teamster Safety Car on steps of California's State Capitol Building in Sacramento. Left to right: Ray Turner, secretary-treasurer, Local 248; Erle E. Carter, secretary, Local 315; Governor Knight; Sal F. Burke, secretary, Local 684; Dan L. Milonich, secretary, Local 165, and Ray Frankowski, secretary, Local 389.

Signed Up



Any thoughts which Dobbin may have had about taking life easy during the strike in October by New York Teamsters were short-lived. Animal and wagon were back in business, after owner signed with Local 807, New York.

Comic Book Campaign

The American Legion in Rochester, N. Y., is currently engaged in a campaign to alert parents to the dangers inherent in objectionable "comic" books being read and made available in great number to their children.

The message, in the form of a small pamphlet, was recently delivered, along with the morning milk, to 100,000 homes in Rochester and Monroe County.

Thanks to Teamster Local 645, Rochester, distribution was made possible rapidly and effectively. Milk drivers and dairy employees of the civic-minded local delivered the informative fact sheet on the offensive comic books along with their regular milk deliveries.

The leaflet, pointing out the danger of "indecent, filthy horror comic books and publications" in the lives of children, urges parents to "take decisive steps now to eliminate the possibility of your children being able to buy or come in contact with this mental marijuana."

According to Frank G. Jurlen, County Commander of the American Legion, the program was made possible through the cooperation of Local 645 and the Milk Dealers' and Drivers' Association. Fred J. Keldorf is president of Local 645 and Ralph De Stephano is president of the dealers' group.

Milkmen associated with 67 different dealers distributed the leaflets.

Accident-Free Miles

Two hundred and twenty-four thousand miles at the wheel of a milk truck on the bustling streets of San Francisco and never an accident. That's the enviable record of Leland Tietgen, member of Local 226, San Francisco.

During his 30 years of professional driving as a member of Local 226, Brother Tietgen has never had an accident of any kind, nor has he ever received a citation or a customer complaint.

Aside from his nearly quarter-million miles at the wheel of his milk truck, driver Tietgen has also amassed an estimated 250,000 miles while in the driver's seat of his private automobile, also without accident of any kind.

San Francisco police officer, Jack Wright, an old friend of Brother Tietgen, says of the Local 226 driver: "Mr. Tietgen is the most courteous and considerate professional driver I have ever seen."

Local 754 Wins Contract

One thousand and five hundred members of Local 754, Chicago, Ill., have won a 17-cents-an-hour wage increase and other gains under terms of a new contract.

The wage and other gains followed a one-month strike by the local at two Kraft Foods plants in Chicago.

Frank J. Gillespie, secretary-treasurer of the local, announced that the wage increase is being applied in two steps under the new two-year contract: 12 cents the first year, retroactive to September 1st, and five cents more the second year. Gillespie also pointed out that Kraft, for the first time in its history, has agreed to permit the union to conduct time studies in instances that involve substantial increases in work-load or job-contract. A "speed-

up" was one of the issues which triggered the local's strike.

In addition to the 17-cents-an-hour wage increase, the new contract contains these gains:

1. Improvements in the Health and Welfare Plan, including maternity benefit increase to \$220 and certain other fringe benefits.

2. Pensions increased to \$45-a-month at age 65 and disability benefits to \$50-a-month for anyone with more than 15 years employment with Kraft.

3. Saturday work, as such, is to be paid at time and one-half rate, regardless of previous hours worked.

4. Kraft employees may refuse to load or unload "unfair" vehicles in strikes sanctioned by Teamsters' Joint Council 25 (Chicago area).

Einar Mohn, Executive Vice President, International Brotherhood of Teamsters, was in Chicago during the contract negotiations, lending his able assistance, despite the fact that he was suffering from a broken leg.

Local 618 Honors Members

Three hundred and one old-time members of Local 618, St. Louis, Mo., were paid tribute at a dinner recently in St. Louis for their "devotion to the principles of trade unionism" and received service buttons recognizing their continuous membership in the union ranging from 15 to 40 years.

Local 618 President-Business

Representative Melroy Horn, assisted by Secretary-Treasurer Edwin D. Dorsey, handed out the service pins, the first going to 40-year member Daniel Walsh. Eight members received 35-year pins, 20 got 30-year pins, 40 got 25-year pins, 70 got 20-year pins and 162 received 15-year pins.

President Horn explained that since Local 618 was chartered by the Teamsters on August 15, 1933, just 21 years ago, the reason the union could give pins for more years than that is that many persons have transferred into the Local from other Teamster locals in St. Louis and elsewhere where they had previously held membership.

Local 618 President Horn, in a brief address to the members, their wives and other guests, also pointed out how hard work and continuous support given to their elected officials "has kept Local 618 a militant and clean union throughout the years, democratically run."

Toastmaster at the dinner was Local Secretary-Treasurer Edwin D. Dorsey, who presided in his usual witty manner and introduced members of the Local 618 staff and honored guests who sat at the head table.

Representing the International Union was First Vice President Daniel J. Murphy. International President Dave Beck, who was unable to attend personally, sent a letter of congratulations, which was read.



Forty-year member of Local 618, St. Louis, Mo., Daniel Walsh, right, is congratulated for his long membership by Local 618 President-Business Representative Mel Horn, left, as Local 618 Secretary-Treasurer Edwin Dorsey, next to Horn, and International Vice President Daniel J. Murphy, look on.

True Brotherly Love

An act of true brotherly love took place in a Chicago hospital recently.

Brother Fred P. Mazzolini, member of Teamster Local 720 for many years and a veteran of World War I, donated a section of cornea from one of his eyes to Louie Harshbarger, a 31-year-old World War II veteran and railroad machinist from Barbourville, W. Va.

Doctors discovered in June of this year that the donor, Mazzolini, was suffering from a detached retina of the right eye. Somehow the retina had become loosened. To make the situation even worse, doctors also discovered a tiny tumor in the back of the same eye, rendering the eye practically useless. The cornea, the transparent front of the eyeball which admits light to the eye's interior and without which sight is impossible, was intact and perfect, however.

With doctor's prepared to remove Mazzolini's sightless eye, he told them to wait until a patient appeared who needed an undamaged cornea.

Shortly after returning to his home, Brother Mazzolini was called back to the hospital and told that young Harshbarger needed a cornea

to restore sight to one of his eyes, damaged by infection. Mazzolini unhesitatingly agreed to the delicate operation and three eye specialists performed the exacting corneal transplant.

As Harshbarger put it after the successful transplant, "I can see a little more each day. That cornea is the best gift I ever received."

And informed that the recipient of his great gift was regaining his sight rapidly and satisfactorily, Fred Mazzolini had this to say: "I'm awfully glad. I'm up in years now. His life is ahead of him."

Local Plays "Santa"

Staff writer Andy Anderson of the Houston Press and C. A. Ebel, Local 349 business agent; R. B. Moon, Local 949 business agent, and R. G. Miller, Local 968 business agent, had themselves quite a time and made 100 underprivileged children of the Houston area mighty happy on Christmas Day.

The story goes like this. The Southern Conference of Teamsters wanted to do something really worthwhile this Christmas. Houston's three locals came up with the idea of giving away 100 miniature Road Star tractor-trailers and contacted

the Press' Andy Anderson, a newspaperman loved in Houston for his works of charity over the past many years.

Andy thought the plan a great one and especially liked the idea of playing "Santa Andy" to so many kids whose Christmas might otherwise be just another dull, bleak day.

From hundreds of letters suggesting needy children, Andy and an assistant chose 100. Each miniature truck was filled to overflowing with the choicest of fruits.

On Christmas Day, with Andy Anderson decked out as Santa Claus, members of the city's three locals worked most of the day, delivering the shiny, fruit-laden vehicles to hospitals, nurseries, clinics and individual needy children.

By nightfall Houston probably had the 100 happiest kids of any city in the nation. Certainly it had the happiest Teamsters and newspaperman-turned-Santa.

Local 557 Wins Award

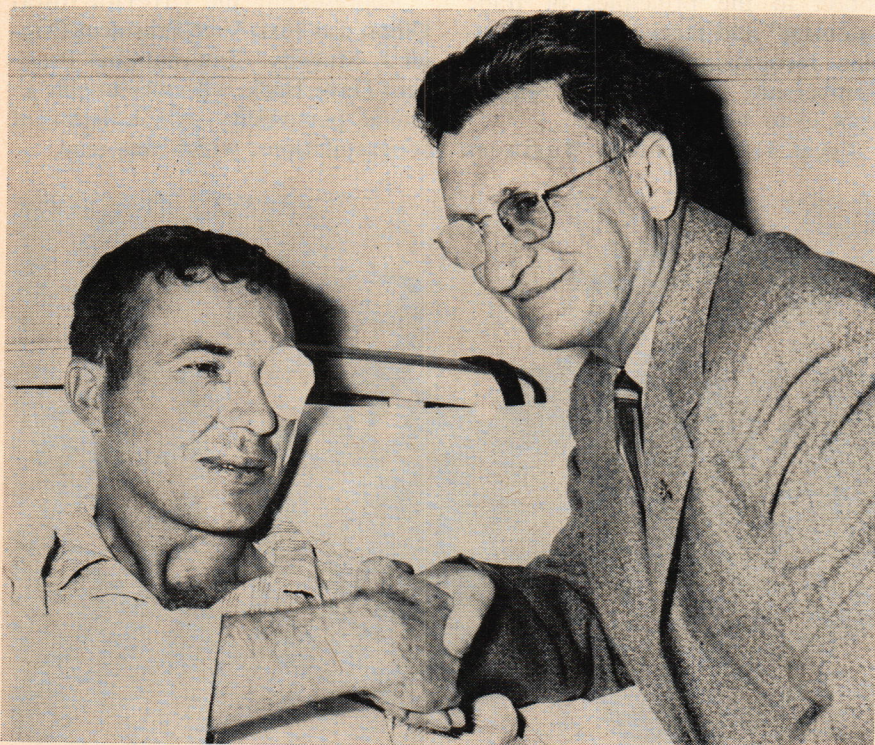
Members of Local 557, Baltimore, Md., were first place winners in the National Safety Council's National Fleet Safety Contest.

At a luncheon honoring the Davidson Transfer and Storage Company, whose drivers are members of Local 557, Colonel Elmer Munshower, Commander of the Maryland State Police, was the featured speaker.

Davidson is the first Maryland firm to win the national contest more than once. In the contest year ending June 30, 1954, Davidson men achieved a safety record of 609,000 miles per accident. This represents a 35 per cent improvement over Davidson's previous winning record for 1950.

At the luncheon, outstanding drivers were presented cash awards. Drivers celebrating milestones in their safe driving records were also awarded lapel pins and certificates. One driver, James Hendricks of Baltimore, has driven 30 years with no chargeable accidents.

Of the 102 men who received awards for safe driving records of one to fifteen years, there were 90 who drove the entire year ending November, 1954, without a chargeable accident.



A sincere "Thanks, Buddy," is what Louis Harshbarger, left, appears to be saying to Fred Mazzolini, member of Local 720, Chicago, who donated cornea of one of his eyes, so that Harshbarger might regain sight of damaged eye.

WHAT'S NEW?

Rust Remover Needs No After-Neutralizing

There is no need for an after-neutralizing agent with a new rust removing material that is distributed from Los Angeles. It is said to be non-acid and to require only a dip and a pressure rinse.

It operates simply by immersing parts to be derusted and stripped of paint and primer into the hot tank containing the solution. These are then withdrawn and rinsed with air and water or with steam.

Renew Tread with Tire Regroover

In time for the roughest winter driving is a new product from a Lansing firm. This company manufactures a tire regroover that makes it possible to cut patterned circumferential grooves in bald or recapped tires. It can be purchased as a complete unit or as an accessory to the already widely-marketed "Skid-Defier." Long or short zig-zag grooves can be cut in the rubber by means of the groover's two patterned cams, and in combination with the numerous straight circumferential and across grooves obtained from the basic "Skid-Defier," make it possible for the original tread design to be approximated.

Caliper Reads in Ten-Thousandth Inch

There is no Vernier to decipher with a new micrometer caliper that reads direct in the ten-thousandth of an inch. The necessity to "feel" the work is eliminated by the automatic spindle control. Ten-thousandth readings are made from widely-spaced graduations on the outer thimble of the caliper, while an inner spindle reads in thousands.

Convenient Features Of Paint Preheater

A removable paint track and one-bolt assembly are outstanding features of a newly-announced electric paint heater, requiring no gaskets and no circulating pump or motor. Spraying temperature in the line is maintained when the spray gun is not in use by an air ambient hose and this new, compact paint heater, measuring only three inches in diameter by 11 inches long, weighs eight pounds. Removal of the entire paint track for easy, quick and thorough cleaning or a fast

change of color is accomplished by the removal of only one bolt.

Completely equipped with pressure gauge and thermometer, the unit, whose electric capacity is 1250 watts, can be furnished in either 110 v or 220 v. Eight gallons of paint can be heated in an hour.

Bearing Hanger Adds Reverse Rotation

Where mounting interference prevents installation of heavy two-speed forward and two-speed reverse take-offs, a new two-speed bearing hanger adds high-speed reverse rotation to regular power take-off drives, thus providing multiple reverse power take-off operation where it could not otherwise be obtained.

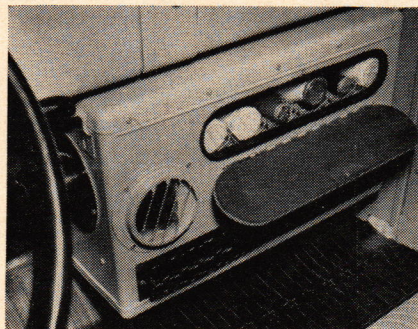
New Variation on Standard Towing Chain

In situations where the usual hooking methods cannot be employed, a towing chain from Buffalo offers an answer. Two hooks at each end of the towing chain are featured, one of which is attached to a slip ring. With tension, this causes the hooks to tighten on the load.

Locking Device on Load Equalizer

A St. Louis manufacturer has announced that an automatic locking device is now standard equipment on all models of their load equalizer. Accidental disengagement of the running gear is prevented and load equalizing time greatly reduced by the unit which automatically sets four front locking pins in any position.

New Truck Cab Cooler-Heater



The nation's truckers can now drive around in a controlled climate thanks to the first combination refrigerated air conditioner-heater for truck cabs just introduced from Fort Worth. The new unit, which measures 22½ by 10 by 14 inches, fits neatly under the dashboard without reduction of passenger capacity and can be switched quickly from cooling to heating. As optional equipment, it has

a self-contained hot or cold-drink compartment which will hold a dozen 12-ounce cans or six 12-ounce bottles. In the winter the compartment can be used to store coffee and other hot drinks.

The unit, now available for immediate delivery, retails for \$495 installed.

Flexible Metallizing Gun Fills All Needs

Claims made for a versatile metallizing gun, which weighs only 5½ pounds and will operate on acetylene, propane or natural gas, indicate an unusual flexibility that will take care of all spraying operations—production, maintenance, and anti-corrosion spraying applications. The gun may be used in a tool post or hand operated and is distributed from Chicago.

Waterproof Ignition Systems in Seconds

Moisture protection for a year is said to be provided with one application of a new silicone spray, designed to waterproof ignition systems. Claims by the manufacturer promise coating of spark plugs, wires and battery terminals in a matter of seconds.

Multi-Purpose Grease Does Many Chores

A multi-purpose grease from a New York manufacturer has recently been announced that is said to perform a variety of jobs normally requiring several individual greases. Fibrous in structure and designed to keep dirt and water out of the bearings, it is engineered for use on chassis points, water pumps and wheel bearings.

Battery Vent-Cap Prevents Overfilling

The electrolyte level in a battery can be controlled and overflowing prevented by a battery vent-cap from Los Angeles. The cap is so constructed that any excess that does overflow is undiluted and thus harmless. In this way, any chance of battery corrosion or acid damage is eliminated.

Another feature in the cap is a battery water reservoir that meters needed water into the cell chamber as electrolyte is consumed.

List Advantages Of Step Tank

Installation by one man, cushioning of the tank against road shock, right hand or left hand mounting, and the elimination of stress on the tank are four outstanding advantages of the detachable bracket featured in an Ohio-produced step tank.

LAUGH LOAD

Fore!

First Golfer: "The traps on this course are very annoying."

Second Golfer: (trying to putt): "Yes, will you please close yours?"

★

He Was Firm

"Did you give your wife that lecture on economy you talked about?"

"Yes."

"Any results?"

"I've got to give up smoking."

★

Phenomenon

A housewife, returning an egg she had borrowed, stepped inside her neighbor's kitchen and called out: "I'm going to lay an egg here on the kitchen table."

Came a deep, male voice from the next room: "Wait a minute — this I've got to see!"

★

Next Morning

Rain lashed the castle windows and the wind howled mournfully as the timid guest was escorted to his room under the castle eaves. "Has anything unusual ever happened in this room?" he asked the sinister-looking butler.

"Not for 40 years."

Heaving a sigh of relief, the guest asked, "What happened then?" The butler's eyes glittered ominously as he hissed, "A man who stayed here all night showed up the next morning."

★

He Can Try

The taxi came to a halt. The fare descended a trifle uncertainly and proceeded to search his pockets thoroughly.

"Sorry, old man," he said finally, "but I haven't a cent."

Then, seeing the driver frowning, he added.

"That's a fact, old man. You know, you can't get blood out of a stone."

"No?" queried the driver, rolling up his sleeves. "But what makes you think you're a stone?"

★

More of a Shock

Laura—My fiance's birthday is next Saturday and I want to give him a surprise. Can you suggest anything?

Lucile—Why not tell him your exact age?

Lucky Girl

Catty—I've got a husband who spends all his money on me.

Kitty—Stop. You make me jealous.

Catty—It should, dearie. He's your husband.

★

Safety in Numbers

"Have you ever kissed a man before?"

"Yes."

"Tell me his name so that I can whip him."

"But—but—he might be too many for you."

★

And It Did

"What are those brown spots on your lapel—gravy?"

"No, that's rust. They said this suit would wear like iron."

★

Steady, Boy

"I think it's going to rain before night."

"Oh, I hope not. I want to water my garden."

★

Not Unreasonable

Pa is getting pretty tired of that new boy friend of Flossie's who brings her home so late every night.

"I don't want to be narrow-minded about this, Flossie," he expostulated the other day. "I don't care how long he stays here but I wish you would stop him from taking the morning paper off the porch when he leaves."

★

Now He Knows

"Poor old Bill. He got fired for taking out his employer's car without permission."

"But how did his boss find out?"

"Bill ran over him."

★

Seems Logical

Mrs.: "That new actress is almost as clumsy as a cow."

Mr.: "Well, maybe that's why she's trying to get into a stock company."

★

Good Customer

An automobile dealer sold two cars to the same man in one day. His customer

was an Indian suddenly grown rich from oil.

The Indian bought a high-powered car, and with a gallon of gin in the front seat, fared forth to see the world. In about an hour, he came back, bleeding and bruised, ready to buy another car.

"For heaven's sake, what happened?" the dealer inquired.

"Down the road a piece," said the red man, "fences come fast. Telephone poles come fast. Soon bridge come down the road and I turn out to let go by. Need new car."

★

Ouch!

"How can you be so positive that a man can't do wrong by marrying a widow?"

"Well, it's plain that if a man marries a widow, he can't marry amiss."

★

'A' for Effort

Pa—Well, John, I hear you are courtin' a school teacher.

John—Uh-huh.

Pa—How're ye doin'?

John—She marked 14 errors in my last letter.

★

Double Check

Doctor (to druggist)—Say, you made a terrible mistake in putting up that prescription for old Mrs. Rinsewater. It's lucky she's alive. I know I wrote it correctly. What have you to say for yourself?

Druggist (consulting prescription)—Why Doc, I must have mixed your signature in with the other ingredients.

★

Too Valuable

"How was it Perkins didn't get his degree at college last spring?"

"You don't suppose the faculty is going to let a fine football player like Perkins graduate, do you?"

★

Worked Way Up

A corporation president called in one of the firm's messenger boys and said: "I've been getting some very fine reports about the way you've been discharging your duties, and I'd like to reward your good work." The young man beamed.

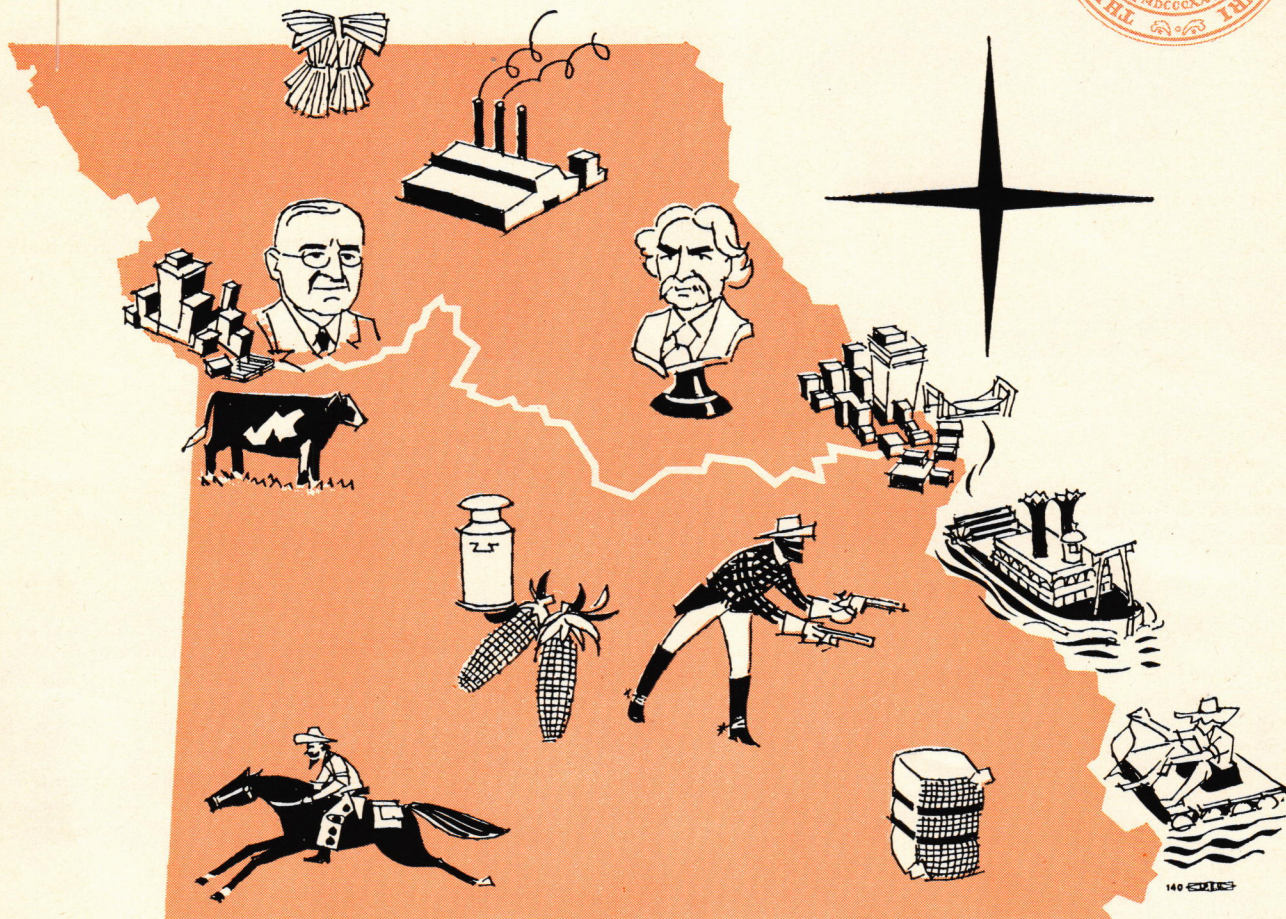
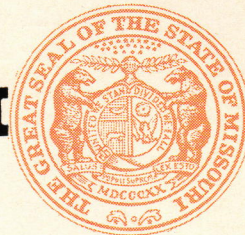
"How much are we paying you?" the big boss asked.

"Twenty-five dollars a week," replied the messenger.

"From now on," decreed the president, "you'll get a salary of \$50,000 a year and an unlimited expense account. What do you say to that?"

"Gee," exclaimed the young man, "that's wonderful. Thanks a lot, Dad."

Teamsters Salute **MISSOURI**



Geographically, the "Show Me" state of Missouri is almost directly in the heart of the United States.

Many Americans have taken several Missourians and their works to heart, too. What boy or girl has not been enraptured by the marvelous tales of Missouri's own Mark Twain. Surely as long as there are children Huck Finn and Tom Sawyer will come alive from the printed page to enthrall each succeeding generation. Other sons of Missouri include former President Harry S. Truman and a rather infamous fellow, Jesse James the outlaw.

St. Louis, eighth largest city in the U. S. and Kansas City, are the state's two biggest population centers. The former is a great manufacturing city and distribution point for the whole middle region of the country, while the latter is headquarters for

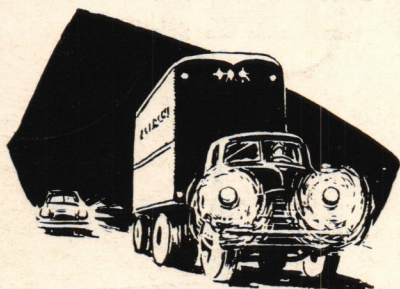
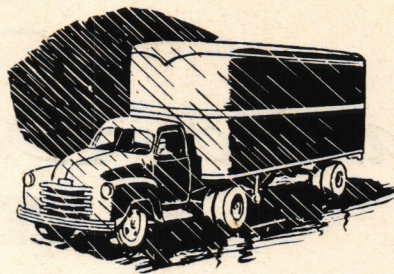
one of the largest livestock and meat-packing industries in the U. S.

From Missouri's level fields and rolling prairies come big crops of corn, wheat, oats, hay, soybeans, cotton and cotton seed. From its pastures come beef and milk cattle, horses, mules, sheep and hogs. Its mines produce lead, cement, coal, abrasives, limestone, marble, iron, copper, barite, cobalt, bismuth, manganese and tungsten.

Amid the hustle and bustle of her varied industry, Missouri's sons and daughters are a pleasant folk, proud of their past and confident of their future.

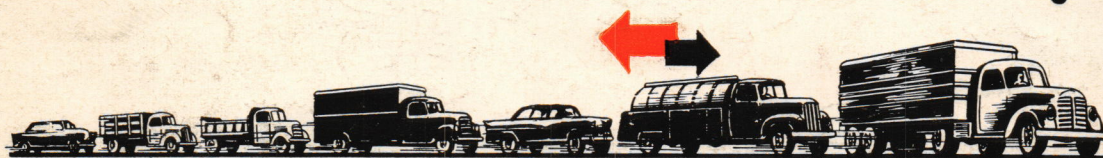
And counted among the many thousands of hard-working Missourians are the state's Teamsters. As in all vigorous, forward-looking societies, their's is a key role in the "Show Me" state.

When it's wet

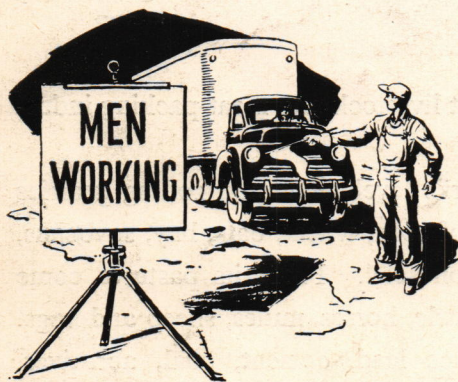
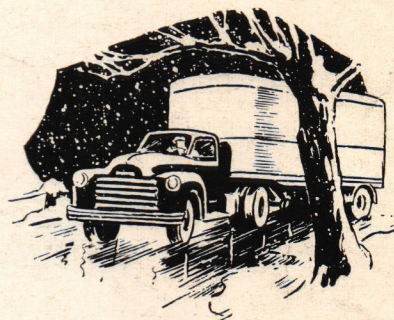


When it's dark

When traffic's heavy



On snow and ice



Where road
work goes on

SLOW DOWN!